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should be addressed to THE EDITOR. Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith.
All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other pipers will be inserted. Unders for extra copies of SAILT PHESE should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Oash. Telegraphic Address: PRESS. Codes: A.R.C. 5th Ed. and Rhythm in Chinese Climes." Lieber

P.O. Box, 33. Telephone No. 12

On 16th October, suddenly, at her residence, Mrs. Kimi Nakamura, of the Ikkakuro Hotel, Obama, neur Nagasaki, Japan. On 21st October, at Shanghai, Francisco Paolo

HONGKONG OFFICE: 10A, DES VŒUX ROAD Cl. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

Номскомо. Остовев 27тн, 1905.

THAT was an excellent point made by the CHAIRMAN of the China Association, in his speech to the local members on Wednes. day, when he suggested that the introduction of trunk lines of railway throughout the Chinese empire would help to bring about the currency reform so obviously necessary and yet so strongely balked at by the Chinese Government. The picture which he drew of the travelling Chinaman, with his carefully calculated travelling funds tied up in a handkerchief, and his dismay at finding his calculations upset by the vagaries of exchange as he passed from province to province;—this picture, it must be admitted, was vivid enough to convince almost anybody. But whether the excellence of the illustration goes beyond its interest as a picture of conditions which 4.30 p.m. will inevitably be witnessed is another | March "the Dream of Youth"

travelling Chinaman learning, when traversing the future railway system of his bay outside Yokohama barbour. On the arrival coast. country, how a much-mixed currency may affect his pocket. Being thus made to realise the drawbacks incidental to the absence of a common standard, he would Mr. Gershom Stewart thought, assist in

raising " a cry for a common standard. .. throughout the land." To us it appears

the present chaotic system. The CHAIRMAN.

of the China Association portrayed for us a

that the situation might not be vastly different to the present. The iniquitous system (as we may call it in the absence of an apt word) now in vogue is full of potential "squeezes," and its evils, as the China Association will be the first to admit, are already painfully apparent to Chinese as well as to foreigners. General railway travel cannot make them more apparent, we should think, except by turning another facet, as it were, to the light. It has to be remembered that China includes both squeezers and squeezed. To set against the Chinese railway passengers who will, in the looked for day of trunk lines, complain of the extortions due to the differing, currencies, there must be Chinese who will smile complacently as they pouch these heavensent profits, these truly uncarned increments. Are there not already, quite apart from the railways, and in all parts of the Empire, those who find themselves muleted of sums for which they see no return? Why has the great cry not already gone up, and the Chinese Imperial Government decreed that common standard which would put an end to the annoyance; instead of, as it actually is doing, obstinutely neglecting to carry out its express undertaking to provide a uniform national coinage? For what possible reason but that the squeezers, and not the squeezed, have, as the expressive colloquialism puts it, "the pull." Railways we will welcome, of course. There is no need to describe what they will do for China. But we hope we may not have to wait for the fulfilment of \$16.50 | the promise of 1902 until there are trunk lines throughout the country. For what the China Association has done in pressing for this much-needed reform we are grateful, even aithough they "cannot claim that much progress has been made." The British Commercial Treaty of three years age was a piece of wenderful progress; it ... 12.00 was the principal step. In commerce the making of a contract is usually regarded as vital progress. Great Britain has a definite 16.00 contract with China, and it is time we adopted the business-like procedure of having it carried out. Perhaps when Earl Percy is more fully informed, or when he and his colleagues are succeeded by "new brooms," we may begin again to hope.

> At the Sanitary Institute this evening Dr. J. C. Thomson will lecture on "The Hygiene

Major R. J. Ross, D.A.Q.M.G., Major R. A. Kaye, R.G.A., and Major A. C. Painter, P.E., have passed the examination for factical fitness for command.

Before members of the Union Church Literary Club last night, Mr. J. Dyer Ball delivered his interesting lecture on "Rhyme

Eight matsheds belonging to Chan Ah King. contractor, were burnt down at Chungsha van on Tuesday. The damage is estimated at ship? \$2,000, and the property was not insured.

There is a soupcon of jocularity in this item from a Tientsin paper - "The colloquial newspaper for women, recently started Peking, has been suppressed by Viceroy Yuan Shih-kai, lest it should divulge secrets."

The Shanghai branch of the Navy League sent a telegram to London asking that a wreath should be placed on the 21st inst. on Nelson's Column in Trafalgar Square in the name of the Shanghai branch.

A telegram to the N.-C. Daily News says : -The Tsar's Manifesto upon the conclusion of the war contains the following . "The Eastern portion of our realms will develop in peace and good neighbourliness with Japan, which has now become our friend.

On Wednesday morning a native was found by the police lying outside house No. 8, Yik Lane, West Point. It was discovered that his leg was fractured, and he was at once removed to the Government Civil Hospital He refused to state what had happened to him, but the police learned that there had been a row in the house the previous night, and suspect foul play. After investigating further they arrested two men in connection with the offsir.

By kind permission, the band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, this evening, commencing at

Cavatina... "La Regina di Gol onda" Donizetti matter. Judging the future by the past, Polka "Wir Beide" (Faust) we fear that those very anomalies will have | Selection ... "Reminiscences of Sullivan"

the effect of maintaining the popularity of Valse "Goldene Anyrthen".......Fahrbach Serenade... "Before her Window" Kappy

> The treaty of peace between Japan and Russia was in great danger of being lost in the has risen slightly in Luzon and on the China of the Dakota, the peace commissioners got into a faunch with the treaty, and by some accident the launch came into violent collision with a Japanese torpedo-boat, and had a narrow escape of being sunk. It was reported at first that one man was knocked overboard and drowned in the collision, but this turned out, China Sea fortunately, to be an exaggeration.

An interesting sidelight on the quality of TELEGRAMS. nows" is afforded by the fact that pro-Russian papers have suggested that the Peking bomb outrage was inspired by Japanese, and that the other side have suggested Russian prompters for the crime.

A large number of members and friends were present at the social evening given by the. Chinese department of the Y.M.C.A. last night. Besides the billiards, bagatelle and other games at which those present were enjoying themselves, they were entertained with an impromptu refreshments.

The Korca Daily News says :- " Once upon a time Korea had a mun-of-war. She was a collier, painted white. She was, at the outbreak of hostilities taken by the Japanese as a collier again. We have reason to believe that she is now resting under some twenty fathoms of deep blue sea. The Japanese Minister (Mr. Hagiwara) now has the effrontery to send the Korean Government a bill for the maintenance of this phantom ship."

On Oct. 13 the Daily News at Seoul said : -"To-day the Japanese Army Headquarters have posted up a notice to the effect that Japanese gendarmes will henceforth be in charge of police affairs in Seoul. This action is taken under (we presume) martial law and we should very much like to know how those responsible can justify themselves. The Coreans in Scoul are very orderly and peaceful and, as peace has now been made, we can see no legitimate excuse.

At the annual meeting of the Royal Sanitary Institute held at Glenealy Buildings last night there were present: Dr. W. W. Pearse (Chairman), Dr. F. Clark, Dr. Macfarlane, Messrs. A. Carter (assistant Secretary), W. Reidie, C. W. Ward, G. W. Coysh, C. E. Frith, R. Dancan and R. Hemmings. The following officers were elected for the ensuing year :-President, Dr. Clark; Treasurer, Mr. Woodcock; Secretary, Mr. Gibson; Committee, Dr. Clark and Mesars. Hemmings, Jones and

The Corean can do no wrong. The two paragraphs following show how door he is to the Korea Daily News :- Some country people who came up to Seoul with the apparently harmless object of urging the Emperor to re-marry have been dispersed by Japanese gendarmes.—As we go to press we hear of an ocurrence last night which resulted in severe injuries to several Coreans at the hands of some Japanese coolies. We are usked to withhold a detailed report but may say that the Coreans appear to have been attempting to defend the rights of their foreign employers.

The following interesting expression of opinion is said to have appeared in the Manchuria Daily Report, a Japanese paper published in Newchwang : - 'In the name of justice, for | the cause of the doomed race, and under the necessity of self-preservation, Japan has bought She has readjusted the upset 'balance of power in the Far East. She has saved China from inevitable dismemberment. She has effected, at the last minute, the salvation of herself and China. Manchuria is here by her just right. For obvious reasons, she demanded of Russia Japan had paid anything, but, after the full | C. B. Haywood, F. O. Davies and two others. price has been given for it, what just man on earth could dispute Japan's legitimate owner-

Reviewing the fire insurance business of 1904, The Policy-Holder says:-Turning to individual results, it will be seen that of the older offices once more the Law leads the way with the largest percentage of profit. A surplus of £53,423 on a turnover of £164,228 is remarkably good. But everyone will admit that the London and Lancashire has produced the most remarkble balance sheet of the year. The London and Lancashire was heavily involved both at Baltimore and Toronto, notwithstanding this, however, it has been able to produce a surplus of £146,798, or something like 11-2 per cent, on its turnover of £1,319,000. Companies transacting a worldwide business seldom show a profit of more than 74 per cent, on their turnover, so the result shown by the London and Lancashire is particularly commendable in view of the conditions under which it was produced.

WASHERMEN ON STRIKE.

Residents have been complaining of late at the length of time taken by laundry keepers in returning clothes, sometimes three weeks and and even a month elipsing from the dute of their being taken away. The master washerman says the trouble cannot be avoided. His employees have struck for more money, and this he cannot afford to give, as business is very In order to ascertain the extent of this supposed strike a Daily Press representative vesterday visited a number of lanuaries in the Central District, where he found the proprietors reticent. He noticed, however, that business was apparently suspended in a number of these usually busy places.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report :--On the 26th at 12.30 p.m. The barometer

The depression in the China Sea is only faintly indicated this morning. It may be filling up to the N.W. of Luzon, or moving. Westwards in the neighbourhood of the Paracels.

Pressure is highest between the East coast Chica and the Sea of Japan. Strong NE, winds are indicated in the 3 p.m. Formosa Channel, and over the N. part of the

Forecast: -Fresh N.E. winds; fair.

[EEUTER'S SERVICE.] RUSSIA.

London, 24th October Meetings of all classes of the public have aken place in St. Petersburg to discuss political questions. At a meeting Lithuanians, it was resolved to boycott the Duma, and to join in the struggle of all musical programme, and regaled with light | the progressive elements against bureaucracy. Similar resolutions were passed at other centres. No cattle train has arrived at St. Petersburg for two days. As a rule ten trains arrive daily. There is only a week's supply of meat, in Moscow.

THE UNITED STATES FINANCES.

LONDON, 24th October.

The Washington annual treasury report states that the circulation has increased by \$80,000,000, with a continued increase in the proportion, between gold and national bank notes. No other government ever held so much gold as the 748,000,000 in the treasury on the 15th instant.

GREAT BRITAIN AND JAPAN.

London, 24th October.

The King has conferred the Order of the Garter on the Mikado. Prince Arthur of Connaught will take the Insignia to the Mikado, but no date is yet fixed for his departure.

THE UNITED STATES AND THE PANAMA CANAL.

LONDON, 24th October. President Roosevelt, speaking at Mobile, reaffirmed that the Panama canal would be dag, in spite of the misrepresentations of the great commercial interests. In order to protect the canal, the fleet, though not necessarily large, must be the most efficient in the world. By this means there would be no chance of humiliation at the hands of any foe from the Western hemisphere or the Oriental seas.

LOCAL SPORT.

HONGKONG FOOTBALL CLUB.

A second Rugby practice game will be played to-day (Friday). Kick off 4.45 p.m. Teams have been chosen as follows:-

Whites.—Back: J. Gilbert; three-quarters J. May, C. M. Preshaw, J. G. Lecky and M. A. Murray; half-backs: A. S. Kempthorne and Manchuria for a dear price in blood and money. R. J. Blackburn; forwards: H. F. Chard (Capt.), J. Harnon, J. C. Murray, H. F. Hickman, S. Vickers and three others.

Colours .- Back : T. C. Gray ; three-quarters : F. Larmour, A. R. Hannay, T. E. Pearce (Capt.)

BASEBALL.

U.S.S. "RALEIGH" v. HONGKONG. A baseball game is to be played on Saturday, 28th inst., at Causeway Bay, commencing at 3.15 p.m. sharp.

Line up as follows: U.S.S. "RALEIGH." Semple Pitcher Henderson EvittsClyde McNair 1st BaseHill Wertz 2nd Base ... Foster Bennett...... 3rd Base.....MacPherson (Capi Fuchs Short Step ... Allen Green Left Field ... Griffen Slavin (Capt.) Centre Field Gray Bond Right Field Thomas

CHINA'S VEXATIOUS CURRENCY.

There seems to be too much "change" in this corner of "the unchanging East." provincial mints, says the China Gazette, are turning out copper cent pieces in millions, bringing a big income into the provincial treasuries. It is estimated that the mints are making a profit as high as 50 per cent. There is at present great jealousy between the provincial authorities. Vicercy Yuan Shih-kai and Governor Yang Shi-sing have already put restrictions on the import into their provinces of these cent pieces manufactured by the mints of other provinces, fearing that their unlimited supply will tend to depreciate the value of coins made by their own mints. A cortain Governor has written to Yuan Shih-kai complaining against such a restriction being placed on the products of the former's mint, arguing that. these coins, properly speaking, form a national currency and no discriminate restriction should be imposed on their circulation throughout the length and breadth of the empire.

LATEST STEAMER MOVEMENTS.

in the Suez Canal, is only expected to leave have surrendered myself and I sincerely regret Singapore for Saigon on Friday evening, and it. Capital punishment has been meted to me may, therefore, be due here on or about the 3rd | for a paltry offence. Had I foreseen this I

German Mails with dates from Berlin of the the sentence passed on me." Li died bravely. 26th September, left Singapore on Thursday at | His family have claimed from the military 8 a.m., and may be expected here on or about officials his body for burial. Monday night, the 30th inst. The LG.M. str. Roon, which left here on

the 27th Sept., arrived at Genoa on Tuesday at

The N.D.L. str. Borneo will leave Sandakan on the 26th inst., p.m., and may be expected here on Tuesday, the 31st inst.

CANTON.

FROM OUR CORRESPONDENT.

Canton, 25th October. CANTON-HANKOW RAILWAY: A NEW SENSATION.

It is reported that the Peking Government

has ordered Viceroy Chang-Chih-Tung to refund (sic) the 10,000,000 taels which he has borrowed from the Hongkong Government. The local papers, commenting on the above news, express their surprise at such a step being taken by the Central Government, authorities. The Chinese Government having decided to expropriate the American Development Co's railway concession, had to borrow the money somewhere. If Chang-Chih-Tung was not anthorized to, make this loan he has taken a great responsibility upon himselt. It is hardly possible that the loan could have been obtained without the consent of the Peking Government. If the above news is true, and Chan-Chih-Tung was authorized to raise this important loan, the decision of the Peking Government is surprising in the extreme; for they are practically breaking their word. It is also reported that officials. Chang-Chih-Tung has refused to be a director of the Yust Han Railway, and that he has recommended Tong-Shao-Yi and Liang-Shing to be joint directors of the concern.

[The foregoing is published practically unedited, as it seems to suggest extraordinary vacillation at Peking. By substituting the word "refuse" for "refund," it would be intelligible. There must be a misun lerstanding somewhere. Possibly it is merely a rechauffé of the story told by the Tokyo Asahi, two or three weeks ago, which tan: "In Government circles (Peking) the loan is adversely criticized, and the-Department of Commerce has ordered Chang-Chih-Tung to repay the loan speedily and to refrain from contracting other loans "-Ed.] CHAU-TUNG-SANG'S CASE.

The Koong Yik drag firm have managed to obtain the release of their premises, seized by the Vicercy. It appears that a number of commission merchants, connected in no whatever with Chau-Tung-Sang's affairs, had a great quantity of valuable merchandise stored in the premises of the above drug shop. They have petitioned Vicercy Shum and have subscribed the 30,000 tails demanded for the release of the premises seized.

With regard to the Koong On and Fook On pawnshops, which I reported had also been soized, the Vicercy has now issued an order to the effect that all pawned articles must be redeemed within two months from date by paying half interest on the amounts received All articles not redeemed within the specified time will be disposed of at the discretion of His Excellency.

A letter has been received here by relatives from Chau-Tung-Sang's twelfth concabine, who informs them that she left Peking unmolested with all her children and servants. She took away all her luggage and was not interfered with in any way during her departure from the May under a promissory note. capital. She adds that she is coming back to Kwangtung. She apparently does not know yet what has happened to the uafortunate members of Chau's family here and will no doubt change her mind when she reaches Shanghai. It is curious to note. and A. N. Other; half-backs: C. T. Costigan | however, that while even servants are arrested and T. Greenwood; forwards, R. M. Ranking, here she should have been permitted to leave the restoration of its suzerainty to China before J. C. Steen, J. P. McGillivray, H. G. C. Bailey, Peking. The orders carried out by Viceroy Shum are said to have been issued at Peking. It is strange that the same proceedings were not simultaneously taken at both places, as the Peking must have been known to the authorities

Following the seizure of the Tam-Yin-Kok Club, somebody informed the Viceroy that a quantity of furniture had been removed from the premises prior to the seizure. It appears that an accountant, surnamed Kan, had done the shifting. Les-chee being acquainted with the fact, caused the furniture to be taken back to the club at once. This was reported to the Viceroy who was quite satisfied and, seeing that everything has been returned, will not press the matter further as far as the members of the club are concerned.

The value of the coal seized at Honam and which, in a previous letter, I set down at \$100,000 worth is worth considerably more. am informed that the lowest figure would set its value at \$400,000. The boxes and trunks found in Chau-Tung-Sang's and Chau-Tit-Sai's houses have been opened at the Sin-Hau-Kuk's offices in the presence of different officials deputed by the Viceroy. Some were found to be empty but most of them contained valuable articles. There was found a complete silver tea set, curies, silk clothing, etc., which had been prepared for the wedding of one of Chau's daughters. The value of all the contents was estimated at 60,000 HONGKONG PRISONER EXECUTED.

Admiral Li-Tsun, and who was recently had pawned the goods in the box. They stated yesterday by order of Viceroy Shum. Li | not sufficient money to pay their coclies. There marcaed to the execution ground with great courage and dignity. He showed no fear. He addressed the following words to the officials | ant's leaving the Cement Company as had been The M.M. str. Tourane, having been delayed | deputed to carry out the Viceroy's orders: "I would have turned into a pirate chief and The I.G.M. steamer Suchsen, carrying the | would have committed a crime proportionate to

> VICEREGAL BANQUET. Viceroy Shum will give a banquet at the Sam Kuan Chi (the three genii temple) to the literary chancellors, Chu-Cho-Man, whose term has expired, and Yu Sik-Mui, the newly appointed

chanceller. Most of the high officials have been invited to attend the feast.

THE TARTAR-GENERAL. The Acting Tartar-General Shing-Ta-Gen has received a wire from Shanghai advising him of the Tartar-General's return. His Excellency has deputed officials to meet him at Hongkong where he is expected to arrive by the s.s. Awan. Tah within the next few days.

CANTON WATER WORKS. Some time ago I reported that Viceroy Shum decided to establish water-works in Canton. His Excellency has now appointed Taotai Chu-Wing-Cho and prefect Chan-Mong-Tsaug to proceed to Shanghai to engage the services of a British Engineer, Mr. Young, to carry the scheme through.

COLLISION. A collision occurred on the 23rd inst. between the Hung-Hung steam launch and a passenger boat which was conveying a number of men to the Hongkoug steamers. The collision occurred in the middle of the stream. The passenger boat was capsized and two of the passengers drowned. The question of responsibility will be investigated by the Harbour Master and the Customs

SUPREME COURT.

Thursday, 26th October.

IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUISNE JUDGE).

ANOTHER PROMISSORY NOTE ACTION. Woo Yue Shing Tong saed Wong Ping Lun for \$1,019.40, being money advanced to defendant on a promissory note. Mr. C. T. Dickson appeared for plaintiff, but defendant was not represented.

On a previous occasion Mr. Dickson had informed his Lordship that defendant was dead and his Lordship had asked Mr. Howell (bailiff) to make inquiries at the shop in which defendant was said to be a partner. Mr. Howell now informed his Lordship that he has made inquiries regarding the defendant. He learned that the man had been a partner in the bakery mentioned but that he had overdrawn his share to the extent of \$3,000, and that, so far as the people in the shop knew, he was dead.

Mr. Dickson called plaintiff to prove the debt and the receipt of the promissory note.

His Lordship-You are suing the man and not the bakery? Mr. Dickson-I am suing the man as partner-

of the Ching Wo bakery. His Lordship-You connot get judgment against the Ching Wo.

Mr. Dickson-I am asking for jadgment against the Coing Wo, where defendant is a

His Lordship I will give you judgment against defendant but not against the Ching

The same plaintiff sued the Ching Wo Bakery for \$600, money advanced on the 9th Judgment with costs was entered for plaintiff.

POLICE COURT.

Thursday, 26th October.

BEFORE MR. C. D. MELBOURNE (SECOND

POLICE MAGISTRATE). LARCENY AS BAILEES.

Man Tin and Man Po surrendered to their hail to answer the charge that between October. presence of Chau's concubine and children in 11904 and August, 1905, then being bailees of seven gold finger rings, one gold watch, one pair of silver bracelets, one silver chain, one pair of gold bracelets and \$10 in money, in all valued at \$140, they fraudulently did take and convert the same to their own use, and thereby feloniously did steal the same, at Hok Un, in the New Territory.

Mr. Daniel (of Messrs. Johnson, Stokes and Master) prosecuted, and Mr. P. W. Goldring (of Messrs. Brutton, Hett and Goldring) appeared for the defendants.

Mr. Daniel stated that the complainant. Wong Ching, was a No. I coolie in the employ of the Green Island Cement Company, and had been in that situation for about five years About fifteen months ago he met the defendants, who were then out of employment, and he got them work in the Cement Company. In October last year the complainant was taken ill. so ill that he was ordered to take a complete rest from his work, and he had to go back to his native country. Before going back, not wishing to be encumbered with all his belongings he put some of them, including the articles specified in the information, into a small box which he gave to the defendants with express instructions to take care of for him. A few days after his arrival home he was exceedingly annoyed at receiving a letter from Li-Pak-Hoi, one of the petty officers under | the defendants which openly admitted that they extradited from Hongkong, was beheaded that their reason for so doing was that they had was no foundation for this suggestion, for the same system was carried out after the complainusual when he was there; therefore there should have been no deficit of the funds at the disposal of the defendants. Evidence in support of the complainant's case

was heard, and the case remanded.

The Japan Mail reports that the directors of the Nippon Yusen Kaisha have presented to Captain John Withalm Eckstrand, on the occasion of his retirement from their employment, a gratuity of twenty thousand yen, in recognition of his long, faithful and efficient services, which date from the time of the company's formation.

A GRIFFIN'S EXPERIENCES

Conscious of all my imperfections, I joined mine had to be re-enacted about every twenty to render service to our King, and having been I found a host of other khaki-clad figures traveller's visit to a tribe called the Yao Tze in ordinary occurrence"—has teen achieved, will measured by the tailor for my uniform, I was given a rifle and bayonet, with a collection of other things, and left the Volunteer headquarters with as much nonchalence as I could command in the circumstances. Of course the man in the street could detect that I was a raw recruit, and I fancied there was a smile lurking about the corners of several months as I passed acquaintances, but what mattered it ! everyone has to go through the mill. Friends were pleased to exercise a pretty wit upon my martial appearance, and many a shaft was directed at me which might have hurt my feelings had my epidermis been as thin as it once was. But words could not daunt me. Alike to the frontal attack of the brutal jest or the more insidious thrust of sarcasm I was impervious, and I had little hesitation in assuring my friends that the Colony was now quite safe, for, like the immortal Bill Adams, was I not armed in its defence, filled | with a new-born zeal for military exercises, and determined to quit myself valiantly when the opportunity was given.

Late that evening there was an unwented movement in my room. Instead of reclining on the sofa with a smoke and a newspaper, I was practising with my weapons of warfare. Standing erect at the open window, I took imaginary pot shots at the Clock Tower. I was not so rackless as one would think, for was it not to be moved anyhow? Then I took to calculating distances, adjusting my sight, and firing at longer range, taking flags and masts and funnels and other things for my targets. By-and-by I got to close quarters. Fixing my bayonet, I played great havoc with the illusive foe which leave to my next. surrounded me, getting the blade well home every time, and tossing the victims over my THE LOSS OF THE "HSIEHHO." shoulder as lightly as wool. Once I struck the bed post with a noise that sounded alarming in the stillness of the night, but happily no one in the house was sufficiently alarmed or carious to investigate the cause of the disturbance, and so I proceeded with my deadly work. By-and by I essayed the more ceremonial work of presenting arms in front of the mirror, but the claims of nature becoming assertive I dropped off to sleep and dreamt of "alarums and excursions" in which I was called upon to take part.

Next evening I found my way to the Parade Ground and took my place with a number of other young men who were being "licked into stape" by a non-commissioned army officer. I wouldn't like to say that he was supercilious or even sarcastic, but he had a knack of making us realise how askward we were and how much we t had to learn. Still it had the merit of keeping us humble, and humility is a virtue not greatly in evidence among our compatriots here. In course of time we were able to distinguish between the limber and the gun, and after a few ovenings' drilling we began to have some glimmering of the duties of the various members of a gun crew, though chasing round the Head. quarters Ground with big guns proved rather | weather, she struck a mine, which exploded warm work, inducing a more or less expensive thirst and making one relish the luxury of clean linen. Then came the infantry drill-Though apparently simple, it was surprising how full of spares it was for the unwary. Dropping a rifle on the toes or catching a finger | the head, and finally disappeared about fifteen on the trigger taught one to be careful, while ! a dig in the back from a clumsily handled gunbehind provoked the expression of terse and stopped the engines, and eased the safety vigorous terms under one's breath. "Shoulder valve. arms" was a command that made many shudder. With little clothing interposed between the rifle and the shoulder painful bruises followed, and many were heard to declare that that part of their body would be padded for the next occasion. And so it was. Towels, undervests, plained reason capsized before it was clear of and other articles were employed and the drill was performed with greater comfort. After a few nights of such training, came the announcement of the camp, where the instruction would be more detailed and where the fan would be fast and furious.

On the eventful day when the camp opened I appeared on the streets for the first time in my new uniform, and arrayed in all my warlike equipment. It was difficult to feel, like the small boy with his first pair) of trousers, that everybody was not gazing at me. But what a sensation my appearance created in "the office." The coolies at the entrance stared. They could not recognise in this man of military mien the unobtrusive individual who passed in and out every day, while the boy, who occasionally condescends somewhat familiar asked: "You belong till the last moment of safety and then swam to originality which characterises the writings of to respond to my calls and who has become soldier man?" My newly acquired dignity a piece of wreckage, from which he was picked deigned no answer, and I proceeded with my up by the port after life-beat. spects to anticipate. On the way out the floating was reported by the look-out men the her characters stand out in striking relief. Chinese were visibly impressed and their demeanour was decidedly deferential, while the salute from the Indian watchman was more elaborate than usual. With inflated chest and head erect, I swung down the road, my heavy boots, which I donned for the occasion, making a noise which echoed a long way, even up to the windows of several boarding houses from which peeped smiling feminine faces. The chair and riesha coolies, as they eyed me laden with rifle and accourrements, swooped down with wild rushes on what must be a certain fare. Their calculations, however, were not based on a knowledge of the military spirit, which makes light

of marches and thinks not of fatigue. With a frown-for was it not an implied insult that I was not inured to exertion?-I bade them The Fur East. Vol 1, No. 6. Edited by C. begone, and tried to resume the even tenour of my way. But it was not to be The panto-

not be particularly dull. Identifying myself with a certain coterie, I heard terrible tales of what a griffin has to go through. There were boisterous performances in the cerie hours of night at which he had to be a passive subject. There were wild ergies at which he had to be a very active subject; when he would have to " melt" dollars galore in paying his footing. And lastly, there were the exhausting tasks imposed on fatigue duty and the dreary experience of going on guard. Though moking allow. ances for exaggeration and the general desire to paint a picturesque tale, on the part of all these brilliant reconteurs, I was conscious of somelittle impression made by this conversation; but the sinking at my heart was only momentary. If these duffers can go through these experiences and laugh at them, why shouldn't camps. Military exercises, though figuring largely in their daily programme, somehow did not appoul to their imaginations as did the misadventures of their comrades, the antics in the canteen and the concert room, and the general frolic of the camp. In a short time I was scrambling on board a launch, and after a pleasant sail of about half an hour I was

PINDING OF THE COURT OF INQUIRY.

Finding of a Court of Inquiry held at th ustom House, Shanghai, on the 19th of October, 1905, called at the request of the China Merchants' Steam Navigation Company, to investigate the circumstances attending the loss of their s.s. Heichho on the 30th of reptember, 1905, whilst on a voyage from Chefoo to

Present :- H. Elgar Hobson, Commissioner Customs, President; and Lieut. K Mackenzie-Grieve, R.N., H.M.S. Cadmus, and W. A. Corlson, Harbour Master, Assessors; A. H. Budgen, Clerk of the Court. Mr. T. Weir watched the case on behalf of the China Merchants' Steam Navigation Company. From the evidence heard in this case the

Court finds as follows :-1.—That the s.s. Heichho, of 1,898 gross and 1.082 register tons, owned by the China who use the English language as a com Merchants' Steam Navigation Company, and Chefoo for Shanghai about noon on the 29th of the form or expression which that idea may commanded by Captain A. A. Crawford, left September, 1905, with a small general cargo, and two foreign and twelve native passengers.

The crew consisted of the captain, two mates. three engineers, and 35 natives. Compradore's slaff uncertain.

The vessel's draft was about 7 feet forward and 11 feet aft.

2.-That at about 6.30 a.m. on the 30th of September, when the ship was in Latitude 35° 24' N., Longitude 122" 37' E., in fine the water spouting up through the ventilator, and bursting open the fore hatch.

3.—That the 2nd officer was in charge of the deck and the 2nd engineer of the engine-room at the time of the explosion. 4.—That the ship began to sink rapidly by

5.—That the chief engineer, went into the engine-room immediately after the explosion,

6.- That the port after life-boat and the dingey on the port side of the after dock were successfully launched in which boats were the majority of the survivors, others swimming to them 7.—'I hat the port forward life boat was floated a normal brain never say or do anything or being picked up by them subsequently. when the water reached it, but for some niex-

8. That no boats were swung out from the starboard side, though all were cleared in order that they might float off as the ship sank. 9.—That the ship was properly found in lifebuoys and life-belts, and that the boats were properly equipped, in good condition, and the falls, etc., in good working order.

10.—That as far as is known fifteen lives were lost, namely, the 2nd and 3rd engineers, 2 of the compredere's staff, I steward, I boy, 3 firemen, 1 sailor, and 5 native passengers. 11.—That the officers did everything in their

to save the lives of the crow and passengers, that there was no excitement, but that the work of launching the boats was greatly hampered by the Chinese jumping into them as soon as the covers were taken off. The loss of life is attributed mainly to the capsizing of the port forward life-boat, in which the 2nd engineer, Mr. Manchan, was last seen.

The 3rd engineer, Mr. Muir, was last seen on deck a few minutes after the explosion, and it is not known that he entered any of the boats.

13 -That a look-out was kept both from forward and from the bridge, and as nothing the book is very readable. The author makes position in which the mine exploded, it must They live and move in the unconventional life have been either submerged or nearly so. 14.—That the survivors were picked up by the China Navigation Company's steamer

Chinhua about an hour after the vessel sank, and brought to Shangbai. 15 -The Court exonerates the captain, officers, and crew from all blame.

(Signed.) H. ELGAR HOBSON, Commissioner of Customs. President: (Signed.) K. MACKENZIE-GRIEVE, Lieutenant (N). H.M.S. Cadmus. (Signed.) WM. CARLSON, Harbour Master.

REVIEWS.

apparently on good terms with themselves and According to the writer this tribe is distinct determined that their stay under canvas should from the Chinese and elees out an existence in its beloved mountain fastnesses where its members dwell in peace and harmony and surround themselves by " mountains of mistrust and passes of caution." In the second article, "Where and how the middle-class Chinese live," the writer introduces the reader to homes in the country untrammoled by the influences of the treaty ports. A series of pictures showing the architecture of a Chinese house, and the various rooms together with the furniture, etc., contained therein, assists in following the writer's story. knowledge of which will not come amiss to those interested in things Chinese.

XXVI. and XXVII. Published at the Japan | he finally severed his connection with the Far Chronicle Office. Hongkong: W. Brewer East.

hai: American Presbyterian Mission Press. Students of Northern Chinese will find the 43rd chapter of the Three Kingdom Novel, "The Legemachy" very useful. Written by John Steele, B.A., as a simple text-book which may be used by those whose studies in the Chinese character are just beginning; the work landed with my company on Stonecutters' Island. shows careful compilation. It is a historical The narration of what happened then I will novel, which in the earlier chapters popularises the story of the struggle between the kingdoms of Wei, Shu and Wa. Copious notes have been supplied to guide the beginner through the most difficult places.

The Cosmopolitan, an illustrated monthly Published for the preprietor at the North China Daily News and Herald Office.

The latest claimant for public notice in the journalistic world is The Cosmopolitan, which comes to us, fresh from the publishing office in interests, and sets out with the object of discussing local and general topics from broad cosmopolitan platform. And this idea is one that ought to commend itself to the reading public of the numerous nationalities represented in the trading communities on the China coast

mon tongue. Difference muy arise as to take, but yet everyone is bound to appreciate the departure from the stereotyped canons which this magazine promises. In taking the readers into his confidence the publisher announces: "We have no intention of following the beaten track of journalism. We want to constitute ourselves a sort of free lance among sedate confrères. If you are a prude we are bound to shock you; but our firm conviction is that you need shocking-badly." This is a sufficient indication that The Cosmopolitan is not, or does not mean to be dull. So far, its pages are bright without being shocking. Its articles are erisp, original and well written, its illustrations are artistic and enhance the value of the journal, and being well printed on fine paper it should command some measure of success. Undoubtedly some people will be repelled by the intimation that the publisher will take it "as a personal compliment if you will honestly believe that our mind is unhinged. People with worth saying or doing." While it has become truism that "genius is akin to madness," it must be admitted that the publisher's wish to be regarded as abnormal is not without its dangers. It means that he can never be taken seriously, while his lighter efforts may be treated as being too extravagant even to be entertaining. And with all his desire for originality, the publisher, or perpetrator as he | may on occasion be called, surely does not hope for such a result. "Crank." he may be, but we hope he will only prove himself mad in the sense that everybody, according to Mark

The Acting Third Assistant, by LISE BOEHM.

Twain, is med to everybody else.

Kelly and Walsh, Limited. India, Lise Beehm'is doing in the treaty ports of China, and this latest addition to the series of China Coast Tales has all the freshness and it will appear almost superfluous to add that known hero; and though the hero, for instance, is not a young man to rouse one's admiration, yet we are bound to appreciate the fine study which he presents. He seems a prig, but yet he never loses the reader's sympathy, for despite his assertiveness and boorishness, one sees he is very human and very prone to make mistakes. Though engaged to a charming girl at home he comes under the spell of a piquant mercurial married they been witnessed by others. However, the

massacro of Tientsin ensues, the French lady and her husband are sacrificed with the others; but our hero escapes and, purified and humiliated, he becomes a less objectionable person. That The current edition contains two articles the author's aim—so modestly set out in the which will prove interesting and instructive words "no attempt has been made to caricature yards, until I got close to Murray Pier, where reading to most. The first is an account of a individuals but rather to portray types of standing in groups of threes and fours, all the northwest of the province of Kwangtung. be readily admitted. The story is well told and DEATH OF MR. ATWELL COXON.

A telegram has been received in Hongkong bringing the melancholy intelligence that on October 17th there passed away, at Home, Mr. Atwell Coxon, who for many years was one of the most prominent men in Hongkong.

Mr. Coxon's life in the East commenced in the Mercantile Bank in Bombay about 1853, and ended in 1898, when he left Hongkong as a hale and hearty man. He came to this Colony late in the fifties or early in the sixties, in the service of the Mercantile Bank, and a few years afterwards he took up the calling of an Diary of the Rus o Japanese War. Parts Exchange broker, which he carried on until

Blessed with a handsome presence and a Besides the usual abundance of interesting charming manner, Mr. Coxon possessed all the matter anent the war, these neatly printed qualities calculated to ensure success on the manded, I forgot my fears and revelled in the numbers contain a series of admirable pictures social side of life; and in addition he had an dubious reminiscences that were told. What of scenes on the road to and at Port Arthur energy and public spirit which carried him to fun those fellows must have had at previous after the capitulation. Maps are also introduced. the front of every useful movement in the The Logomachy, by JOHN STEELE, B.A. Shang- Volunteers for years, and the army undoubtedly lost an ideal soldier when, as a younger son, Mr. Coxon had to turn to commerce for a living. He was for years head of the local Fire Brigade, when it was entirely a volunteer body, and the post was no sineoure. Any old resident knows stories of the toil and hard work borne by the brigade when water and appliances were considerably less than they are now. During the great fire of 1878, we have heard that Mr. Coxon lived in his clothes for two or three days, taking odd snatches of sleep only when exhaustion made it absolutely

> As an amateur actor, he, together with his talented wife, every winter afforded great joy to a community which was in those days entirely dependent on itself for dramatic representations. As an actor and reconteur he was inimitable. As a steward of the Race Club, and as Chairman of the Hongkong Club of a healthy virility. As its name implies the for years, he wielded undisputed sway in all new journal is not national or sectional in its sporting and social matters. When he grew older and sought a well-earned rest at Home, the more peaceful occupations of golf and fishing supplied him with recreation and amusement.

"All who knew Atwell Coxon," remarks an old friend, "will feel that the world is much the poorer by the less of one who possessed all the attributes of a Christian and a gentleman. We offer our deep sympathy to Mes. Coxon in her berenvement.

JAPANESE ACCOUNT OF THE NEGOTIATIONS.

THE STRUGGLES OVER SAGHALIEN AND THE INDEMNITY.

We refrained from publishing any of the "door step" gossip about the Peace conference, as the majority of the reports bore internal evidences of concection. Now, although rather belated, we think the following summary of a lengthy account of the peace negotiations which Mr. Yamaza, one of the principal members of Baron Komura's suite, supplied to the Nippon, will have interest. It is taken from the Japan

12th September.—The first Article was taken namely, that relating to Japan's freedom of action in Corea. The Russian Plenipotentiaries listened to the arguments advanced in support of Japan's claims, but put forward and obstinately maintained some conditions which Mr. Yamaza does not define. Baron Komura and Mr. Takabira rejected them most positively. the Russians, abandoning them, confined themselves to asking that the Russian people should receive most-invoured-nation treatment. Baron Komura was willing to concede this so far as the hussian people were concerned, but declined in the case of the Russian State. This dispute lasted until the time of the Conference's rising and remained unsettled, but after return to their hotel the Russian Plenipotentiaries sent word that they accepted the Japanese proposals. 14th (one day's interval).—On this day the withdrawal of the Japanese troops form himchuria (Art. II.) and the withdrawal of the Russian troops (Art. III) were taken. This in cluded the questions of mining privileges in-Kirin province and of enterprises at Mukden, both of which problems evoked vehemost protests from the Russians, but finally Japan's terms were conceded on the whole. 15th.—On this day Arts. IV., V. and VI

came up for discussion. Art. IV. related to

the open door in Manchuria. This was settled without any special difficulty. But Art. V., the cession of Saghalien, proved the occasion of a strong discussion. The Russian Plenipotentiaries insisted that to cede territory was demanded lonly of a conquered Power and Russia was not; What Kipling has done to illustrate life in | yet conquered. Her armies stood intact in the field and she was prepared to continue the war. Merrover, the island of Saghalien was the gate of the Maritime Province, and, further, any cession of tarritory would be an obstacle to the permanent peace of the two empires. The Japanese replied by a statement of the historial facts during the past 250 years, and claimed that this could not be called a cession of territory since it was really a restoration. No sign of yielding was shown by the Russians and after a controversy of some hours it was seen that an agreement could not then be reached, so the Article was deferred for subsequent consideration. Thereafter Art. VI. was taken. This related to the lease Lindtung. It had been expected that the Russians would here raise keen objections. Liaotung represented to them the realisation of their perennial policy of obtaining an ice-free port, and moreover they had spent immense sums on Dalny and Port Arthur. seemed that they must struggle much more vehemently against the surrender of all this than they had struggled against the cession of Saghalien. But they had evidently made up Frenchwoman and is led into several situations | their minds that on this point surrender was which would be considered compromising had inevitable, Liaotung being in Japanese possesTHE

2 FOLDING BROWNIE." A PERFECT POCKET CAMERA,

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LONG, HING & Co.,

No. 17, Queen's ROAD.

THE BURLINGTON.

2, PEDDER STREET. OPPOSITE THE HONGKONG HOTEL.

HATS AND HOME MADE COSTUMES OF THE LATEST STYLES. EVENING AND WALKING GOWNS IN GREAT VARIETY. BOOTS AND SHOES FROM BEST AMERICAN HOUSES. RIBBONS AND CHIFFONS IN NEWEST SHADES. LACES AND LACE-COLLARETTES; SMART SHAPES AND DESIGNS. INFANT BONNETS AND SILK HATS. GLOVES AND HOSIERY FOR EVENING WEAR. TRIMMED AND UNTRIMMED STRAW HATS FOR TENNIS AND STREET WEAR. HATS AND DRESSES MADE TO URDER WITH THE GREATEST

PROMPTITUDE AND EFFICIENCY.

BEST VALUE IN THE COLONY.

[1886

Hongkong, 25th October, 1905. thousands of Japanese lives, and having already been unjustly wrested from Japan ten years previously. They offered few objections except on points of procedure, and the Article was

disposed of without much discussion. 16th.-Article VII., the surrender of the Manchurian Railway, and Article relating to restrictions upon Russia's use the portion of the line remaining to her, were the theme of discussion on this day. The Russians contended stoutly that the Manchurian Railway belonged to a private company which had received the concession from the Governments of China and Russia. It was, therefore, impossible that the road could be ceded direct to Japan. Moreover, whatever might be said about such portions of the line as were already in Japanese hands, no proposal could be justly entertained as to the portion not yet so held After much dispute it was finally agreed, however, that the section of the line south of Changehun should be handed over to Japan, The condition that the railway should not be used for purposes of military transport was

acc pted without much discussion. 17th.—On this day the great battle commenced. Art. IX. stood first on the list, namely the Article relating to an indemnity. The same day's programme included art. X. namely, the surrender of interned ships; and Art. XI. relating to the limitation of Russia's naval forces in the Far East. The Russian Plenipotentiaries insisted as to the ind muity that their country was not conquered; that her armies still held their ground; that indemnities were never paid except when the existence of the payer was threatened; that even after the fall of Sevastopol there was no talk of indemnity; that to establish a title to an indemnity the Japanese armies would have to force their way to St. Petersburg and that it would be far more to Russia's advantage to continue the war than to be mulcted, in the cost of continuing it at this stage. Concerning the surrender of the interned ships and the limitation of Russia's naval strength, their argument was simply that a great State like Russia could not possibly consent to such humiliating demands. The discussion lasted from morning until evening without any prospect of success, and was continued throughout the 19th, the 23rd and the 26th. Argument after argument was adduced on each side and contention after contention was advanced. The only substantial result of this interval's work was that on the 18th the article relating to fishing privileges in northen seas was decided in Japan's favour. M. Witte now submitted compromise and sought the consent of the St. Petersburg Government, but the Czar telegraphed his total dissent from all these Articles, and conveyed to the Plenipotentiaries an emphatic order to stand firm.

The President of the United States frequently urged the Czar to yield, but his counsels, produced no effect. abandoned all hope of a settlement. In effect, he gave up the case, with an expression of bitter regret that these long and patient efforts had borne no fruit. Japan had then to choose between two courses: either to make a large concession or to continue the war at an immense cost of life and treasure, and without getting any nearer to an indemnity. There could be Japan's best interests, and which plan was more 1,000 NEWEST VICTOR RECORDS in accord with the dictates of humanity. The great concession was made, and on the 29th of September peace was restored. Mr. Yamaza concluded by referring to the rumour circulated confidently by American journals and apparently credited in some circles

in Japan, the rumour that Baron Kaneko had acted over the heads of the Plenipotentiaries as medium of communication between the President and the elder statesmen in Japan. There is not, said Mr. Yamaza, the smallest scintilla of truth in this story. It is a libel on the President, on the Japanese Government, on the Plenipotentiaries, on the elder Statemen and on Baron Kaneko.

Another misunderstanding is corrected by Mr. Yamaza namely, the rumour that the Japanese Government failed to convey its thanks to President Roosevelt, and that Baron Komura was thus considerably embarrassed. The fact is that the cable between Shanghai, and Nagasaki was interrupted at that moment, and the telegram suffered delay in transmission. President Roosefelt was entirely cognisant of

A BRIGAND CHIEF OF POLICE.

The Korea Daily News, which has antipathy towards Japanese, says:-According to the Gazette, Chao Erhsen has dismissed all the invalided, agod and opium smoking soldiers from the Manchu Corps which has since his advent in Fengtien been greatly reduced in point of numbers. Chow Fang, one of the chiefs of Police at Moukden, is removed from office, on account of his being not able to get along with the Japanese. Marshal Oyama recommended to Chao Erhsen the ability of one Chen Shi-Wu, and on the strength of this recommendation, Chen was appointed chief of of the Kongping-haien police. Commenting on this news the Sin Wanpao says that Chen Shi-Wu is a notorious bandit chief. who was at one time in the employ of the Japanese, and he is now, on the recommendation of Marshal Oyama made an official, to the consternation of all

THE ROBINSON

NEW PIANOS \$375. SUPERIOR TO MOST OTHERS

AND THE ONLY PIANOS MADE IN HONGKONG FOR THE CLIMATE OF HONGKONG.

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GRANDS

BABY AT PRICES OF COTTAGES, AND OCCUPYING SAME SPACE.

THE APOLLO PIANOLA. \$350.

TALKING MACHINES.

Hongkong, 17th October, 1905.

PURE FRESH WATER.

THE HONGKONG STEAM WATER-BOAT CO., LD., is prepared to supply ANY QUANTITY of PURE FRESH WATER to the Shipping, both for Deck and

Boilers. J. W. KEW, Manager,

Hotel Mansions, 3rd Floor, Hougkong, 8th August, 1905.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LD., have now 40,000 Cubic feet of Cold Storage available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday, excepted to receive and deliver porishable goods. WM. PARLANE, Manager. Hongkong, 18th November, 1901.

DR. NEWELL WILSON, DENTIST.

Latest American Methods. Reasonable Fees. No charge for examinations. Office hours 9 A.M. to 5 P.M. No. 2, PEDDER STREET (next to the

General Post Office and opposite to the side entrance to the Hongkong Hotel). Hongkong, July 5th, 1975.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER. Orders for extra copies of Dathy Phess should be sent in before 11 a.m. on day of publication.

After that hour the supply is limited. Only supplied for Cash. Advertisements and Subscriptions which are no ordered for a fixed period will be continued until countermanded. Telegraphic Address: Pauss. Codes: A.B.O., 6th Ed P.O. Box, 33. Telephone No 12

NEW ADVERTISEMENTS

FOR SALE.

COLLECTION of over 3,400 POSTAGE STAMPS. Apply by letter to

Care of "Daily Press "Office. Hongkong, 27th October, 1905. KOWLOON CRICKET CLUB.

EXTRAORDINARY GENERAL MEETING of the Members of the above club, will be held at the SEAMEN'S INSTITUTE, Kowloon, at 8.30 P.M. on 1st November 1905, to decide what Pavilion shall. be creeted by the Kowloon Cricket Club. By Order of the Committee,

H. GOYNE-STEVENS, Hon. Sec. Kowloon C.C. Hongkong, 27th October, 1905.

PUBLIC AUCTION.

TITHE Undersigned has received instructions to sell by Public Auction TO-MORROW (SATURDAY). the 28th October, 1905, at 2.30 r.m., at his SALES ROOMS, Queen's Road, A FINE ASSORTMENT OF JAPANESE CURIOS.

Comprising: OLD SUTSUMA, FINE CLOISONNE BRASS, BRONZES, IVORIES, PANELS and INLAID WARES. KAKIMONOS. EMBROIDERED SCREENS and INCAID PANELS, FOLD-ING SCREENS, &c., &c. TERMS OF SALE :- As Customary.

V. I. REMEDIOS, Auctioneer. Hongkong, 27th October, 1905. IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. FOR SHANGHAY, NAGASAKI, HIOGO AND YOKOHAMA.

FINE I G. M. Steamship.

"SACHSEN." Captain F. v. Letten Peterssen, due here with the outward German Mail about MONDAY P.M., will leave for the above places about 12/24 hours after arrival. NORDDEUTSCHER LLOYD.

For Further Particulars, apply to

MELCHERS & CO., Agonts. Hongkong, 27th October, 1905. COMPAGNIE DES MESSAGERIES

FOR SHANGHAL KOBE AND TOROHAMA.

MARITIMES.

FITHE Company's Steamship

"TOURANE." Captain Girard, will be desputched for the above ports, on or about FRIDAY, the 3rd November. For Freight or Passage, apply to G. DE CHAMPEAUX,

FROM HAMBUR 4. BREMEN, ROTTER. DAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"C. FERD LAEISZ," Captain Meyerdieroks, having arrived from the above ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their Goods from alcuguide. Optional Cargo will be forwarded unless

notice to the contrary be given before To-DAY. Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense. All Claims must be presented within ten days

of the steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd Nov. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 2nd Nov. at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office. Hongkong, 26th October, 1905.

WANTED.

TAPABLE EXPERIENCED SALES-MAN as soon as possible. German preferred. Suitable man could eventually be entrusted with responsible position in Coast-

Apply by letter to-"SALESMAN." Care of "Daily Press" Office. Hongkong, 24th October, 1905.

WANTED.

YOUNG SCOTCHMAN desires SITUATION in Shipping Office. Nine years' experience in various Departments -General, Stores and Marine Insurance. Correspondence, Typewriting (Hammond), Pitman's Shorthand. Excellent Testimonial.

Apply Care of "Daily Press" Office. Hongkong, 21st October, 1905,

MERCANTILE HOUSE in Hongkong an Experienced Man of business to act as COMPRADORE. Good references and substantial securities required. Apply in writing to-

Messra. JOHNSON, STOKES & MASTER, 8. Des Vœux Road Central. Hongkong, 4th September, 1905.

INTIMATIONS.

TYPEWRITERS CLEANED, REPAIRED, OVERHAULED.

TYPEWRITING WORK UNDER-TAKEN. Charges moderate.

F. A. V. RIBEIRO (late of the Hongkong Typewriting Bureau). 34, Queen's Read Central (Second Floor). Hongkong, 25th October, 1905.

> CHRISTMAS OREETINGS IN 'ADVANCE.

N early opportunity to those wishing to send Greetings to their relatives and friends at Home. I have just opened a packet of RAPHAEL TUCK AND SONS XMAS AND NEW YEAR CARDS of Various Pretty Designs and Descriptions, Specially Selected to suit the taste of young and old. Moderate prices and

the usual 10% discount for cush. Inspection earnestly solicited. H. RUTTONJEE. No. 5, D'Aguilar Street,

36 & 38, Elgin Road, Kowloon. Hongkong, 25th October, 1905.

KOWLOON CUSTOMS NOTIFICATION.

WRECK IN CANTON RIVER.

THE Chinese Torpedo boat Loi Fu (富良) sunk in Canton River is marked by a junk which carries a red flag by day, and two white lights (one under the other) from one yard arm and one white light on the opposite yard arm by night. Vessels passing should do so on the side of the two lights The junk is moored close to the wreck in 26 feet low water.

The bearings are: North end of LANKIT ISLAND N. 56° W. about 54 miles. CHEUNPI POINT N. 23 W. about 67 miles.

T. E. COCKER. For Acting Commissioner of Customs. Kowloon District.

Custom House, Kowloon, 25th October, 1995.

GOVERNMENT NOTIFICATION. T NFORMATION has been received from the Naval Authorities that TORPEDO RUNNING will be carried on from the range at LAI-CHI-KOK from THURSDAY, the 26 th instant.

By Command, T. SERCOMBE SMITH, Colonial Secretary, Colonial Secretary's Office.

GOVERNMENT NOTIFICATION.

Hougkong, 23rd October, 1905.

INFORMATION has been received that 15 pr. B.L. and MAXIM GUN PRACTICE will take place from a position on the Northern Shore of Stonecutters' Island in a West-North-Westerly direction at targets placed on the slope of Chung Hue at a range of about 3,500 yards and also anchored burrel targets, at 6.30 n.m on the 23rd October, and at 3 p.m. on the 28th October, 1905, if the range is clear.

By Command, T. SERCOMBE SMITH, Colonial Secretary. Colonial Secretary's Office.

Hongkong, 21st October, 1905.

GOVERNMENT NOTIFICATION.

INFORMATION has been received from the Military Authorities that GUN PRACTICE will be carried out as under:-On WEDNESDAY, 1ST NOVEMBER:-From Eastern Defences, towards entranceto Junk Bay, at ranges up to 6,000 yards, commencing at 19,30 a m., and finishing at

12 Noon. On FRIDAY, 3RD NOVEMBER:-From Eastern Defences, towards entrance to Junk Bay and towards Waglan, at ranges up to 12,000 yards, commencing

at 9.30 a.m., and finishing at 12 Noon. If the weather is unfavourable on either of the above dates, practice will take place on the ollowing day.

All ships, junks and other vessels are to keep clear of the ranges. BASIL TAYLOR, Harbour Master, etc.

Hongkong, 21st October, 1905. MELVILLE, GLYN & CO.,

CONTINENTAL STOCK, SHARE AND PREMIUM BOND DEALERS. 3. Rue de la Bourse, Paris, France.

CONTINENTAL PREMIUM BONDS. High class and absolutely safe. Securities made payable to Bearer, issued by the various Governments of Europe and well-known Municipalities. Redoomable by the respective Governments or Municipalities at periodical drawings, either with premiums or at their full

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venient monthly instalments ranging from 15 shillings to £20. Full particulars post free on application.

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in EQUIRED by a FIRST-CLASS SOUTH AFRICA, in connection with INDO-CHINA STTAM NAVIGATION Co.'s fortnightly vervice hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortright

> apply to DODWELL & CO., LIMITED. General Agonta for China and Japan Hongkong, 4th August, 1898

For Freight and further particulars,

NOTICES OF FIRMS

NOTICE.

have this day RESUMED CHARGE of the Company's Affairs at this Port. E. A. HEWETT.

Superintendent, P. & O. S. N. Co. Hougkong, 28rd October, 1905. NOTICE.

T HEREBY GIVE NOTICE that on the 1 1st day of October, 1905, I admitted into partnership in the business carried on by me under the style of MACDONALD & Co., MR JOHN WILKIE, and the business will henceforth be carried on by myself and the said JOHN WILKIE under the style of MAC-DONALD & Co.

D. MACDONALD. Hongkong, 23rd October, 1905.

AUCTIONS.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auotion, FOR ACCOUNT OF THE CONCERNED, TO-DAY (FRIDAY) and TO-MORROW (SATURDAY).

the 27th & 28th October, commencing each day at 2.30 P.M. sharp, at their SALES ROOMS. No. 8, Des Voux Road, corner of Ice House Street, A LARGE ASSORTMENT OF OLD PEKIN CURIOS,

Comprising:

OLD CHINA VASES, WALL PLATES and INCENSE BURNERS, CLOISONNE VASES and WALL PLATES, OLD BRONZES, SNUFF BOTTLES, CARVED WOOD ORNAMENTS, TEMPLE PALACE and WALL HANGINGS, SILK EMBROIDERIES, &c., &c., &c. Catalogues will be issued. TERMS :-- As usual.

HUGHES & HOUGH, Auctioneers.

Hougkong, 24th October, 1905. (2410

PUBLIC AUCTION.

MARTICULARS and CONDITIONS of the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of October, 1905, at 3 r.m., at the Offices of the Public Works Department, by order of His Excellency the Governor, of One Lot of Crown Laud adjoining Rural Building Lot 44 at Deep Water Bay, in the Colony of Hongkong, for a term of 75 years, commencing from 22nd June,

PARTICULARS OF THE LOT.

No. of Sale.	egistry No.	Locality.	1 M	Bour easur	adary emep	1s.	Contents in Square it.	mual Rent.	went Prine
	farking Ro. 123.	ing Ming 44, arer	n.	s.	it.	W.		o An	1. 1. 3
1 1 -	Lot No.	Adjoin Rural Im Let No. Deep W	560	560	200	200	112,000	253	5 (20a)



AMITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.) DEPARTMENT

MARUNO-UCHI, TOKIO. Cable Address. "IWASAKI," which applies to all Branch Offices and Hongkong and Shanghai Agonoies, Al, ABC 5th Edition, Western Union Codes

All Letters Addressed: MANAGER, MITSU BISHI Co., with name of piace under. BRANCH OFFICES:-NAGASAKI, MOJI, KOBE, KARATSU

AND HANKOW. AGENCIES:-SHANGHAI: H. J. H. TRIPP. HONGKONG: H. U. JEFFEIES. MANILA: MACONDRAY & Co. CHINKIANG : GEARING & Co. YOKOHAMA: M. ASADA.

CONTRACTORS OF COAL to the Imperial Japanese Navy and Foreign Navies; the Imperial Arsenals; the Imperial Railway Sanyo, Kiushu and the other Principal Rail ways; Industrial Works; Home and Foreign Mail and Freight Steamers,

EXPORTERS OF COAL to Hongkong, Shanghai, Hankow, Singapore, Manila, North China. Korean ports and America. SOLE PROPRIETORS of Takashima, Ochi, Shinnew, Namazuta and Kami-Yamada Collieries and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Buzen Coal.

Sole Agents for Kigio, Komatsu (Tagawa) and Yashiromachi Coal (Karatsu). The Head and Branch Offices and the Agen. cies of the Company will receive any order for Coals produced from the above Collieries. Coal sold in 1904 by the Company amounted to 1,520,000 tons.

TAKASHIMA COAL. New and additional shafts at the Takashima Colliery have been completed and this well. R.S. GILLANDERS known best and most economical steam Coal in the EAST is now produced in abundance and can be supplied in any quantity. Hongkong, 15th February, 1905.

THE HRONICLE | terms. MIRECTORY AND FOR 1905

Complete Edition Obtainable at the Hongkong Daily Press Office and from the Local Booksellers

PUBLIC COMPANIES

THE HONGKONG ELECTRIC CO., LD. NEW ISSUE SHARES.

CHAREHOLDERS are hereby notified that the FINAL CALL of \$5.00 (five dollars) per Share has been made, and is PAY-ABLE at the Company's Office, Sr. George's BUILDINGS, on or before lat December, 1905. Shareholders are requested when paying the above-mentioned call to send to the Company's Agents their Provisional Share Certifiestes for endorsement.

By Order of the Board of Directors. GIBB, LIVINGSTON & CO., Acents. Hongkong, 26th October, 1905.

THE UNION INSURANCE SOCIETY OF CANTON, LIMITED.

TOTICE IS HEREBY GIVEN that an EXTRAURDINARY GENERAL MEETING of the UNION INSURANCE SOCIETY of CANTON, LIMITED, will be held at the Registered Office of the Society No. 1, QUEEN'S BUILDINGS, Victoria, in the Colony of Hougkong, on SATURDAY, the 4th day of November, 1905, at twelve o'clock, NOON, when the subjoined resolution will be proposed:-That the provisions of the Memorandum of Association of the Society be altered by inserting therein immediately after the words: "The Reinsurance of Risks when deemed "necessary" the words "and elso the entering "into partnership or into any arrangement for "sharing profits union of interests co-operation "joint adventure reciprocal concession or other-"wise with any person or Company carrying "on or engaged in or about to carry on or "ongage in any business or transaction which "the Society is authorized to carry on or engage in or any business or transaction capable of being conducted so as directly or indirectly 'to benefit the Society, and also the taking or "otherwise sequiring and holding the whole or any number of shares in any Company having 'objects altogether or in part similar to those "of the Society or carrying on any business which the Society is authorized to carry on or any business capable of being conducted so as 'directly or indirectly to benefit the Society and also the investing of the moneys of the Society in any manner which may from time "to time be determined" and that the objects of the Society be altered accordingly. Should the resolution be passed by the required majority it will be submitted for confirma-

tion as a special resolution to a second extraordinary meeting which will be subsequently convened. FORMS OF PROXIES can be obtained from the

By order of the Board, W. J. SAUNDERS, Secretary.

Hongkong, 21st October, 1905.

undersigned.

UNION INSURANCE SOCIETY OF CANTON, LIMITED.

NOTICE TO SHAREHOLDERS. DIVIDEND of \$40 per Share for the

year 1904, equivalent to 40 per cent. on the paid-up Capital of \$100 per Share, has been declared. WARRANTS will be issued on the 20th

By Order of the Board. W. J. SAUNDERS. Secretary. Hongkong, 20th October, 1905.

INSURANCES AACHEN AND MUNICH FIRE IN.

SURANCE CO. OF AIX-LA-CHAPELLE. TITHE Undersigned, having been appointed AGENTS for the above Company, are

prepared to ACCEPT RISKS against FIRE REUTER, BROCKELMANN & CO.,

Hongkong, 21st April, 1897 L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED

FINE Undersigned having been appointed AGENTS for the above Company are prepared to accept Risks against Fire at ourrent SIEMSSEN & CO.

Hongkong, lst January, 1904. NORTH BRITISH AND MEICAN-TILE INSURANCE COMPANY.

TOTAL FUNDS AT 31ST DECEMBER, 1904. £17,161,299. AUTHORISED CAPITAL... 23,000,000 SUBSCRIBED CAPITAL... 2,750,000

II. FIRE FUNDS...... 3,001,266 12 9 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

PAID-UP CAPITAL 687,500 0 0

SHEWAN, TOMES & CO., Agents. Hougkong, 30th June, 1905.

BOARD AND RESIDENCE FIRST-CLASS BOARD & RESIDENCE

"BRAESIDE." LARGE AND COMMODIOUS A RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour; Terms moderate. Apply to-Mrs. F. W. WATTS. "Braeside," 20, Macdonnell Road,

(late of "Tang Yuen.") Hangkong, 27th June, 1905. BOARD AND RESIDENCE.

"GLENWOOD, 27, CAINE ROAD.

Hongkong, 20th September, 1905. BOARD AND RESIDENCE. NAURNISHED BEDROOM with BOARD in best part of Kowloon. Moderate

M. C. Care of "Daily Press" Office. Honokong, 25th September (905) ON SALE.

NOUND VOLUMES of the HONGKONG | Offices or Shops. WEEKLY PRESS, January to June 1905. With INDEX. Price \$7.50. On sale at the Hongkong Daily Press Office Hongkong 17th July, 1905.

TO LET

TO LET.

/IVO FIRST-CLASS SHOPS, European Style, in Kowloon. Possession on or about 31st August, 1905. Moderate Bentals. Apply to-

> HUMPHREYS' ESTATE & FINANCE CO., LD.

2261—1 Hongkong, 30th June, 1905. TO LET.

NTO. 3, OBSERVATORY VILLAS. KOWLOON, Five Roomed House Tonnis Court. Apply to-

ARRATOON V. APCAR & CO., 45, Wyndham Street. Hongkong, 18th June, 1905. TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices. Ground Floors and Top Floors with Godowns can be let separately on leases, CHUNG SHUN KOO, Apply to-First Floor, No. 10, Queen's Road Central Hongkong, 19th July, 1905.

TO LET. NTO. 11, GAGE STREET, Eight Rooms, from 1st June, 1905. . Apply to—

E. A. DE CARVALHO, 14. Arbuthnot Road Hongkong, 13th May, 1905. TO LET.

GODOWN. No. 3, NEW PRAYA, Kennedy Town. Apply to-HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th June, 1905. TO LET OR FOR SALE. T NUNHEVED 33, Robinson Road.

Apply to— HO U. MING. 81, Queen's Road Contral. Hongkong, 17th June, 1905. TO LET.

THE First-floor of YORK BUILDINGS (Opposite Messrs., GAUPP & Co.) For Offices. Apply ---

KELLY & WALSH, LD. Hougkong, 4th September, 1905, TO LET.

TO. 3, MACDONNELL ROAD. Apply to-THE HONGKONG LAND INVEST. MENT AND AGENCY CO., LD. Hongkong, 20th July, 1905.

TO LET. NTO. 1, WEST END TERRACE. FIRST FLOOR of No. 10, Queen's

Road Central. Apply to-WANG HING, 10, Queen's Rd. Central. Hongkong, 18th October, 1905, TO LET.

No. 74, CAINE ROAD. No. 2. MACDONNELL ROAD. Apply to-COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha.

TO LET. EUROPEAN HOUSES in LOCHIEL H TERRACE, Kowloon; with immediate possession. Apply to-

Hongkong, 3rd June, 1905.

66/THE EYRIE," Peak.

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NEWS OF THE FAR EAST is given in the HONGKONG WEEKLY PRESS. with which is incorporated

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TANJONG PAGAR ARBITRATION.

The proceedings at Singapore begin to be interesting. Following are extracts from Singapore papers which arrived yesterday: Continuing his address on October 17th at the last a 24 per cent, which would be really at the arbitration sitting, Lord Cecil said there could | rate of 48 !-I know they declared it. be no desire on the part of the Colony to buy the undertaking cheaply and thus discourage capital, which was the one thing needed in Singapore and other Colonies in the Far East, and he could conceive that Government were satisfied that the allowance ordinarily granted, | 15 per cent, would in fact be granted. Since 1900 there had been more or less a stop in the increase in their earnings. This was due to general depression of trade, the Russo-Japanese last year, a special cause,—the stringency of competition the rates could not be maintained currency. The result was there had been a certain amount of dislocation in trade. The nett profits on the working of the undertaking were \$1,560,000. If the present rate of prosperity of the Malay States continued, there must be an enormous increase of business done by the Dock. At the same time it was only right to say their profits were exceedingly variable. Lord Robert's opening speech lasted just two

Mr. Balfour Browne then, in answer to Sir Michael, said he admitted \$1,500,000 as being the Company's average profits, but he disputed the 22 years purchase and the enhanced value of the property in future.

Mr. L. E. Halsey, a London accountant, said: -The gross recipts of the combined companies had increased, he said, from 8794,278 in 1879.40 to \$5,346,553 in 1904—an increase of \$4,552,225 had increased from \$261,587 to \$2,857,339—more excluded from those proceedings. than tenfold; dock, etc., earnings from \$532,690 to \$2,491,451 nearly fivefold. Since 1886 the tonnage receipts had increased from 58 cents to \$1.26 in 1904. He attributed the rise partly to the fall in exchange and partly to increased charges. The percentage of wharfage profits had not varied much, which showed that the expenses had varied in proportion to the rates. With regard to the Docks and machine shops, the percentage of working profit was greater in the last five years than in any prior year except 1899, when the New Harbour Dock Co. adopted a different method of valuing their stock at the time of the amalgamation. In 1900 the net revenue was \$1,371. 662. He had also prepared a statement showing that the amount expended on property and plant during these five years, which had been provided out of revenue, was \$1,910,000 -more than half of the total capital expenditure had been written off. The average sum written off during these five years after allowing for renewals was 102 per cent. of the mean book value of the Company's works and plant, excluding-from that the value of the land. Renewals had been paid for as they went along.

Sir Michael Hicks-Beach asked if witness had any explanation to give of the very considerable variation in the expenditure on renewals in these five years-\$198,000 in 1901 and \$454,320 in 19J4 P

Mr. Halsey said he understood that very expensive renewals had been made on the wharves; repairs perhaps had not been carried out so fully in former years, and it was found better to entirely renew a very large portion of the wharves in this year. The average amount spent on repairs and renewals during these five years was \$305,549. There were additions to the reserve during the same period of \$750,000 and there were large sums written; off for depreciation. The tennage recipts had increased from 95.7 cents in 1900 to \$1.26 in 1904. There were increases in the wharf charges made in 1902-03. There were no inve tments here in which shareholders could obtain such good security and, therefore, they was cheaper and the rates less high.

Sir Michael—Is it the cost of re-investment? Mr. Halsey-No; but the loss of security.

in Singapore? Lord Robert-No, no. I hope I never said anything so foolish. I said I could not conceive that the Government of this Colony had any desire to exprepriate a concern of this kind cheaply, because it would frighten away capital. Mr. Halsey proceeded to go into detail on the balance-sheet for 1901, explaining how he arrived at the sum of \$1,047,562 as being the nott profit on the docks and wharves for that year. \$440,000 was paid in dividends out profits \$201,308 was carried forward, and as the year started with \$265,000 brought forward the amount carried on to next year was increased by \$63,691. That showed a balance of \$380,000. A sum of \$430,000 was appropriated out of revenue to reserve. \$65,000 was appropriated to contributing members and there was allocated as depreciation \$205,936. There was a profit shown of \$1,119,303 but from that he deducted \$28,187, profits from Prye Dock and \$29,189, income from properties not required for the general undertaking. He calculated that Prye Dock should be taken over

the Slipway did not make any profit last year. With regard to Tanjong Pagar, the years 1901, 1902 and 1903 were worse than 1900. Are you aware that in recent years they have

been dividing what they call 12 per cent. dividends, which are really 24?-Yes. That for 1904 they divided a 20 per cent. which was really a 40 per cent, and in June

Do you know that twice within the last few years they have increased their charges ?-- Yes. In reply to further questions, Mr. Halsey said he was not sufficiently acquainted with the Colony to say whether or not there was any other place in the neighbourhood where a wharf could be erected. He was not in a position to speak of the possibility of ships being docked in Colombo, Hongkong or Japan rather than in Singapore. He did not know Saigon or Pulo Way. He admitted that if there was

would be smaller. Mr. Balfour Browne remarked that the nett evenue upon working was higher in 1900 than in any year until 1904. This was due to increased charges and not increased business. Witness admitted that this was so, and also that leaving out Prye River Dock, the best year was in 1900, the next best 1902, and the next best 1901. The worst year was in 1903, and 1934 was only moderate. In 1904 the smallest amount was put to the reserve fund but the largest dividend was then paid. Reading from the Ordinance Mr. Balfour Browne said the duty of the Company after December. 1914 until June was to conduct the business as

Lord Robert intervened and said the ques- Mani's husband was a Fronchman named regarding the commerce and agriculture of it had been conducted before. tion of the dividend was a subject between Government and the Company and was

Lord Robert-This is nothing to do with Witness, in reply to cross-exemining counsel who asked him if it was not a change to allow nothing for depreciation, said he did not think

This could be done if necessary. He did not know the Company has on their premises 31,000 tons of coal. Counsel asked how much coal the Company wharfed in 1904, and he was told that "this

could be ascertained.' Mr. Browne-Take it from me, it was 1,100. They used 15,000, therefore they are getting the balance from somewhere. It was never nurchased. Lord Robert Cecil asked what this mattered

and learned counsel said in did matter. Lord Robert-Well, you must hand it back. You have taken it over. (Laughter.) There is at the back of this a certain amount of prejudice but I hope the arbitrator will not be find me." troubled with a dispute as to where the Com-

pany got the coal from. Mr. Browne replied that he was only buying the property of the Company, and this coal did not belong to them. The coal belonged to a variety of owners and had never been paid for. Sir Edward Boyle (the Dock Company arbitrator).-If you take it you must pay for it. You can texpect to get it for nothing.

Counsel said if he got this coal it might be claimed by those to whom it belonged. Lord Robert - But you have used a lot of that he wept.

Mr. Balfour Browns stated that if 15,000 tons of coal was used and not paid for, the Company had been keeping down working expenses by this Witness replied that this was obvious, and that had it been so the expenses would have appeared higher in the accounts. Witness's crossexamination covered a number of figures in the accounts which Mr. Browne disputed. Concerning one item which witness said amid would have to go to a market where money laughter was for experiments with concrete ferro. piles from which Government would reap the benefit." Mr. Browne said Government were taking over the assets of the Company you were arguing that the money should remain from experiments. (Laughter.) Witness was hold out his hand to them weepingly, but they called for some immediate and positive action, no Mr. Inglis (to Lord Robert Cec'l)-I thought and were paying for them, not its experience re-examined by Lord Robert Cecil, who on would not take it, and swore at him. And organized movement in the nature of a boycott

depreciation and renewals as well. Sir Michael Hicks-Beach remarked that the figures for wharf renewals were remarkable, and Lord Robert replied that at times it was necessary to repair large portions of the wharves eaten away by the teredo worm. Continuing with the witness dearned counsel elicited that the first item in the claim was based upon thenett earning capacity of the Company, and profits made and likely to be made. What was done with these profits did not matter.

Witness considered that the five years taken were a fair average and clearly represented the condition and the earning capabilities of the

Mr. P. W. Meik, of London, was the next expert examined. He stated that it would not be possible for a private company to compete French to you. commercially with Tanjong Pagar. On Oct. 19 Sir Michael Hicks-Beach, the umpire, was indisposed, and the arbitrators sat without him. The illuess was said not to be

(Proceeding.)

GREGOR

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"MANI,"

BY LOUIS BECKE. Mani was half-caste-father a Martinique nigger, mother a Samoan-twenty-two years of age, and lived at Moata, a little village two

Francois Renault, who, when he was soher, Manchuria. He says in part: worked as a boatbuilder and curpenter for the . "American goods in Manchuria are sold on German "factory" at Mataféle. And when he their morits. American cotton goods are the Mr. Browne replied that he was not talking was away from home I would hear Mani best in the market; so is the kerosene oil, and about this. The account showed a dividend of laughing, and see her playing with her two hence the large sales. America sell more to, 24 per cent, and nothing was written off for dark-skinned little girls, and talking to them and Japan buys more from Manchuria than any in a curious mixture of Samoan French. They other nation. Chinese consumers say American

It was a fortnight after the great gale of Japanese goods in a similar line are found to March 15, 1889, when the six German and be a sort of imitation of the American product, American warships were wrecked, that Mani and this adds to the popularity of the fabrics came to my house with a bisket of freshwater that will wear. At the same time, however, fish she had notted, far up in a deep mountain the Japanese and Chinese methods of manupool. She looked very happy. "Frank," she facture are improving. This fact must be kept said, "had not beaten her for two whole weeks, in mind in considering future business. In the and had promised not to beat her any more. Far East, as elsowhere, where there is an open And he was working very steadily now.'

"That is good to hear, Mani." She smiled as she nedded her frizzy head, The Chinese of northern China are very much tossed her tibuta (open blouse) over one shoulder.

When they go I shall run away with the chil- Orient informs me that the manner of wrapping dren-to some town in Savaili where he cannot a bale of cotton goods may decide its sale, quality

confidentially: "a week ago two American in wrapping it the manufacturer or packer has sailors came to the house and asked for water, put in plenty of covering he may purchase that for they were thirsty and the sun was hot. I particular bale in preference to another stock told them that the Moata water was brackish, which has been wrapped in a manner that will and I husked and gave them two young give the man who breaks the pack ge but a very cocoanuts each. And then Frank, who had slight "squeeze" in the way of coarse cloth been drinking, ran out of the house and cursed wrapper. and struck m. Then one of the sailors felled The American cotton goods sold here are him to the earth, and the other dragged him handled through Shanghai almost entirely, and up by his collar, and both kicked him so much therefore the movement to boycott American

"Then they beat him again, saying it was for parties and were largely beyond the control of sailors to me. And I said! Yes.

wife! Now listen, In three days' time we two mostly from Tientsin newspaper agitation. of the Trents a will have a day's liberty; and we Saveral mostings were called for the purpose. shall come here and see if thou hast again of securing united action among Niuchwang beaten thy wife. And if thou hast but so much | merchants in opposition to American goods, as mata poild her we shall each kick thee one but in all instances leading Uniness marhandred times."

"And Frank was very much afraid, and although the Chinese circulars issued on promised he would no longer harm me, and these occasions, and originating in Shanghai,

it was not necessary to allow for extensive of a dollar, and I, because my heart was glad, state positively that no boycott of American gave them each a ring of tortoiseshell." "Did they come back, Mani?"

> round with tarred rope. And they said, 'Tell stated, the American cotton fabrics sold here him we will come again by and bye, and see are in the lead, because the purchasers find

> how he behaveth to thee." "Mani," I said in English, as she finished the last of the fish, "why do you speak Samoan may yet enter into active competition with the to me when you know English so well? Where American article -viz., the Japanese and Chindid you learn it. Your husband alway speaks esa products—are improving in quality. There-

two-and-twenty years she had had strange

negro of St. Pierre in Martinique, and came to started it was predicted that they would Samoa in a French barque, which was wrecked eventually supply the needs of the oriental on Tutuila. He was one of the sailors. When market. The Chinese cotton producers, in the captain and the other sailors made ready resorting to various methods of squeezing, to go away in the boats he refused to go, and virtually killed the goose before it began being a strong, powerful man they dared not laying golden eggs. They attempted to obtain force him. So he remained on Thtuila and high prices by cornering methods, they utilized married my mother, and became a Samoan, and unfair methods in attempting to increase the made much money by selling food to weight of the bale; and such methods, coupled the whaleships. Then when I was twelve with the fact that the Chinese cotton product. years old, my mother died, and my did not equal that of the United States, crippled father took me to his own country— the industry in China, at least temporarily. to Martinique. It took us two years to get Now, however, these defects and obstacles are there, for we wint through many countries- being removed, some Japanese manufacturers to Sydney first, then to China, and to India, and are becoming interested in the Chinese mills;

"We lived for three years in Martinique, and time, additional inducements. speak English. land at the foot of Mont Pelée he was bitten by the American kerosene oil has a practically then one day, as my father was clearing some. a fer-de-lance, and died, and I was left alone.

me in the market place, and after that often on the local trade in favour of the Russian came to see my father and me. He said he loved product. With oil coming without breaking me, and so when my father was dead, we went to | cargo direct from Philadelphia to Niuchwang, the priest and we were married.

saw that the pure-blooded Samoan girls were and the demand at present for these and similar prettier than ine, and had long straight hair and articles is steady and continues in a limited way. lighter skins. And because he could not put me away he began to treat me cruelly. And I love him no more. But yet will I stay by him if he doeth right."

later. Her husband went to sea and never returned, and Mani, after waiting a year, was duly married by the Consul to a respectable old trader on Savaili, who wanted a wife with a "character," the which is not always obtainable with a bride in the South Seas. Pall Mall

PROSPECTS IN MANCHURIA.

Mr. Sammons, the new American consul at Newchwang, furnishes an interesting report

were merry mites with big ralling eyes, and cotton goods are not made for looks or show. unmistakably "kinky" hair-like their mother. Of the other hand, some of the Chinese and market, the consumer is looking for the best

like those of southern China-they are careful. and sat down on the verandah steps to clean the close buyers. They will buy to the best advantage, provided there are no restrictions placed - Yes, he will beat me no man - at least not upon trade. One of the largest dealers in whilst the shipwrecked sailors remain in Samon. American cotton goods here or elsewhere in the being equal or almost equal. For instance, if "It happened in this way," she went on the Chinaman who bays the bale observes that

goods on account of our treaty relations has - "' Doth he often beat thee?' said one of the poen felt in this port in two ways. The strongest influences originated with Shanghai my sake. And then one of them shook him and local. Ninchwang, counteracting arguments. said: "O thou dog, to so misuse thine own Other influences were of local origin, resulting chants, who had expressed favourable opinion (Mata plo. I must explain, is Samoan for regarding those articles of American manulooking "cross-eyed" or unpleasantly at a facture that are sold here, were present. They strongly opposed any agitation, and

the subject of allowance for depreciation said then they each gave my babies a quarter has followed. Many leading Chinese merchants: goods will be sanctioned by them, and that the auti-American agitation will die out. While Mani, at heart, was a flirt. She raised her it is true that few, if any, of the northern big black eyes with their long curling lashes Chinamen siek to migrate to America, the to me, and then closed them for a moment major part of the aggressive Chinese merchants. in northern China come from southern China. she replied, "they came back." And and, therefore, it is, presumably, easier than when I told them that my husband was now otherwise would be the case to enlist their kind to me, and was at work, they laughed, and sympathies in a movement originating among left for him a long piece of strong tobacco tied their former friends or acquaintances. Briefly

> them the test the market affords. It is noticeable that the cotton goods that fore with better methods and greater skill in Mani to'd me her story. In her short life of Japan, and with the Chinese cotton mills free from the obstacles that have heretofore crippled them, the American manufacturer will have My father was Jean Galoup. He was a to be alert. When the Chinese cotton mills then to Marseilles in France. But always in better methods prevail, and with markets fav-English ships. That is how I have learned to ourable and friendly to the oriental product the

> With the Russians removed from this market. "There was a young carpenter at St. Pierre, tion the American product was threatened named François Renault, who had one day met through influences that were brought to bear the unprecedented receipts of 1904 will be out-

> "My husband had heard much of Samoa from done, and the oils of eastern Asia will have my father, and said to me, 'Let us go there and little chance to compete with the American So we came here, and then Frank fell into cigarettes, sewing machines, and cooking evil wa, s, for he was cross with me because he and heating stoves find a market in Manchuria,

The fates were kind to Mani a few months ter. Her husband went to see and novement to the fates were kind to Mani a few months RIVER. Showing the Forts and Calling Places Opened to Foreign Trade, 1897.

Published at Daily Press Office. Price 25 Cents, Cash. Hongkong, 1st april, 1897

For 12 months......4 / . Bongkong, 30th June, 1905.

at 16 years' purchase. Cross-examined by Mr Balfour Browne, witness said he understood that Prye Dock and INDIGESTION, DIZZINESS, VOMITING, DRIVEN AWAY THREE YEARS AGO BY Mr. Edward Brider, coachbuilder for Messrs. Hammer & Thiebent, Naauwpoort, C.C., wrote on November 30th last :- "I had indigestion in a rather severe form. After meals a dizziness quite overcame me and I threw up the food I had caten. There was constant dull pain in my stomach and back and I could not sleep at nights. Life seemed not worth living. This state of health continued until I went to live in Middleburg, where I read of Mother Seigel's Syrup, and heard several persons, who had used it, speak in praise of it. I decided to try it and was quite cured by using only three bottles of it. That was some three years ago, and I continue in good health." * * You read here the experience of a man who has suffered, told in simple fashion! If you have the first symptoms of stomach trouble you should at once try Mother Seigel's Syrup-it is better to prevent misery than to cure it. Mother Seigel's Syrup does both.

CHOYSANG, British str., 1,442, Selby, 26th Oct., -Shanghai via Swatow 22nd Oct., General. -Jardine, Matheson & Co.

Dator Manu, Japanese str., 847, Tagami, 26th Oct.,-Swatow 25th Oct., General.-Osaka Shosen Kaisha. DAKOTA, American str., 20,714, Emil Francke,

26th Oct., - Senttle 20th Sept. and Shanghai 24th Oct., General.—Nippon Yusen Kaisha. HONGWAN I, British str., 2,060, J. Slaker, 26th Oct .- Penang 17th Oct. and Singapore 20th, General. - Joo Teck Seng. LOOSOK, German str., 1,020, G. Schultzen, 26th October .- Bangkok 17th October, Rice and Timber.-Butterfield & Swire.

CLEARANCES. AT THE HARBOUR MASTER'S OFFICE. 26th October.

Choysang, British str., for Canton. Rubi, British str., for Amoy. Silesia, Austrian str., for Singapore. DEPARTURES.

26th October. CARL DIEDERICHSEN, Ger. str., for Haiphong. DEN OF MAINS, British str., for London, INDRANT, British str., for Shonghai. KWANGLEE, Chinese str., for Shanghai. Kwongsang, British str., for Shangi ai. LOONGMOON, German str., for Canton. MAUSANG, British str., for Sandakan. MEEFOO, Chinese str., for Canton. Shaonsing, British str., for Shanglai.

SHIPPING REPORTS. The Germonstr. Loosok reports: Strong N.E. wind and high rough sea. The Japanese str. Daigi Maru reports: Strong N.E. monsoon and high sea.

The British str. Hongwan I reports: Fine with variable winds to lat. 8 N.; from thonco strong monicoon, wind and high head sea. The British str. Choysang reports: Moderate to fresh N.E. winds and fine weather throughout. Oct. 26th passed Kwongsang, off Nine-Pins, from Hongkong.

VERSELS IN DOCK. 26th October. ABERDEEN DOCKS .- Anghin, Pocahontas · OWLOON DOCKS .- Dr. H. J. Kiner, Tsiman,

Kohsichang, Hainam, Tsimo, Helene, St. Enoch, Kentmere, Holmstein. OS MOPOLITAN DOCK - Dorie, Derwent. vessels on the berth

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW

FIF HE Company's Steamship

"HAITAN," Captain J. S. Reach, will be despatched for the above ports TO-DAY, the 27th inst., at 4 P.M. For Freight or Passage, apply to DOUGLAS LAPRAIK & CO.,

General Managers. Hongkong, 24th October, 1905. "BEN" LINE OF STEAMERS.

FOR LONE ON AND ANTWERP.

HE Steamship

"BENVENUE."

Captain Kroble, will be despatched as above on TUESDAY, the 31st October P.M. For Freight apply to GIBB, LIVINGSTON & CO.,

Agents. Hongkong, 12th October, 1905. THE ROBERT DOLLAR COMPANY.

TOR KOBE AND SAN FRANCISCO.

THE Company's Steamship

"HAZEL DOLLAR," Captain Cross, will be despatched for above ports on TUEEDAY, the 31st instant. For Freight and passenger, apply to ARNHOLD, KARBERG & CO.,

Hongkong, 24th October, 1905. EASTERN AND AUSTRALIAN STEAM SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND,

TASMANIA, &C.) THE Steamship

"EMPIRE," ports on WEDNESDAY, the 1st November, at NOON.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice. &c., throughout the voyage.

This Steamer is installed throughout with

the Electric-Light. A duly qualified Surgeon and Stewardess are carried. N.B .- To assure the additional comfort of

passengers the Steamers of the Company have electric fans fitted in statercome. For Freight or Passage, apply to GIBB, LIVINGSTON & CO.

Agents. Hongkong 12th October, 1905. THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS. HE Steamship

"COROMANDEL," Captain G. M. Montford, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay on SATURDAY, the 4th November, above ports in connection with the Company's s.s. Mongolia, 9,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Ten for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; from Bombay by the R.M.S. Egypt due in

London on 16th December. 4 p.m. the day before sailing. The contents and Japanese Governments. and value of all packages are required. For further particulars, apply to

E. A HEWETT, Superintendent. Hongkong, 24th October, 1905.

ADVERTISED AS VESSELS

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong H, midway between Hongkong and Kowloon M, and those wessels berthed at the Kowloon Wharf K.W., together with the number denoting the section. 1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

,	DESTINATION	VESSEL'S NAMES	PLIG & RIG	DERTH	CAPTAIN	FOR PERIOHT APPLY TO	TO BE DESPATCHED
,	LONDON & ANTWERP	Benvenue	Brit. etc.		Krobie	GIBB, LIVINGSTON & Co	On 31st inst.
ŧ.	LONDON, AC., VIA USUAL PORTS OF CALL	COROMANDEL			G. M. Montford, E.N.R	P. & O. S. N. Co.	
	LONDON & ANTWERP VIA SINGAPORE, &c	l			W. R. Hickey	P. & O. S. N. Co.	
<u>,</u>	LONDON, AMSTERDAM & ANTWERP	l		l m.		BUTTERFIELD & SWIKE	On 7th Nov.
1	LONDON, AMSTERDAM & ANTWERP	KINTUCK					On 21st Nov.
	LONDON, AMSTERDAM & ANTWERP	1 —					On 5th Dec.
ĭ	AMSTERDAM, LONDON & ANTWERP						On 19th Dec.
0	MARSEILLES, &c., VIA PORTS OF CALL				Couret	MESSAGERIES MARITIMES	On 31st inst., at 1 P.M.
	BREMEN, VIA PORTS OF CALL				Ch. Polacky	MELCHERS & Co	On 8th Nov., at Noon.
1	COPENHAGEN & BALTIC PORTS	T					Quick despatch.
I	HAVRE & HAMBURG VIA STRAITS, &c			k. w.	Hahn	Hamburg-Amerika Linie	On 31st Oct.
i	HAVRE & HAMBURG VIA STRAITS, &c		_	k. w.	Hoffschmidt	HAMBURG-AMERIKA LINIE	On 19th Nov.
	HAVRE. BREMEN & HAMBURG VIA STRAITS. &C	·	,		Peter	HAMBURG-AMERIKA LINIE	On 11th Nov.
	HAVRE & HAMBURG VIA STRAITS, &c			k. w.	Meyerdierks	HAMBURG-AMERIKA LINIE	On 1st Dec.
	HAVRE & HAMBURG VIA STRAITS, &c			k. w.	O. Müller	HAMBURG-AMERIKA LINIE	On 13th Dec.
	GENOA, MARSEILLES & LIVERPOOL				1		
	GENOA, MARSEILLES & LIVERPOOL			1 m.		BUTTERFIELD & SWIRE	On 20th Dec.
	NEW YORK VIA SUEZ				Habel	Hamburg-Amerika Linie	About 31st Dec.
	NEW YORK VIA PORTS & SUEZ CANAL			4			About 11th Nov.
	NEW YORK VIA PORTS & SUEZ CANAL				Nicholas	STANDARD OIL CO	About 24th Nev.
	NEW YORK VIA PORTS & SUEZ CANAL	INDRANI	·	1			On 15th Dec.
; ·	VANCOUVER VIA SHANGHAI JAPAN, &c	1 _		1 m.	S. Robinson, R.N.R.	CANADIAN PACIFIC R. Co	On 1st Nov.
	VANCOUVER, VIA SHANGHAI JAPAN, &c.,	1		2 m.		Y	On 15th Nov.
·	VICTORIA (B.C.) & TACOMA VIA JAPAN	· · · · · · · · · · · · · · · · · · ·		1	Geo. Wright		On 20th Nov.
	VICTORIA (B.C.) SEATTLE, &c. VIA JAPAN	1 · —				Butterfield & Swide	
	SEATTLE VIA SHANGHAI & JAPAN	DAKOTA		,	E. Francke	NIPPON YUSEN KAISHA	About 2nd Nov.
	PORTLAND, OREGON VIA SHANGHAI, &c				Metzenthin	PORTLAND & ASIATIC S.S. Co.	
	AUSTRALIAN PORTS VIA MANILA	· —			Helms	GIBB, LIVINGSTON & Co	On 1st Nov., at Noon,
	AUSTRALIAN PORTS VIA ZAMBOANGA	***					
٠	AUSTRALIAN PORTSVIAF. WILHELMSHAFEN,	!		1	Lenz		
	VLADIVOSTOCK				Filler	Hamburg-Amerika Linie	.
	JAPAN	· —		4 /		JAVA-CHINA-JAPAN LIJN	Quick despatch.
	YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	· _			E. G. Andrews	P. & O. S. N. Co	About 6th Nov.
	KOBE AND SAN FRANCISCO	HAZEL DOLLAB	Brit. str	-	Cross	Arnhold, Karberg & Co	
:	TIENTSIN VIA SWATOW & CHEFOO	4				JARDINE, MATHESON & Co	
	SHANGHAI VIA SWATOW, AMOY & FOOCHOW				Haraldson	OSAKA SHOSEN KAISHA	I
0	SHANGHAI.					Jardine, Matheson & Co	
י	SHANGHAI	· — ·	A	1 '	W. W. Cooke, R.N.R		
- 1	SHANGHAI, NAGASARI, HIOGO & YOKOHAMA	1	-	• -	F. v Letten Peterssen		
•	SHANGHAI, KOBE & YOROHAMA				Girard	Messageries Maritimes,	
-	SHANGHAT VIA SWATOW, AMOY & FOOCHOW			1 m.	A. Hanson		· · · · · · · · · · · · · · · · · · ·
9-	ANPING VIA SWATOW & AMOY			<u> </u>	Thorstensen	OBAKA SHOSEN KAISHA	I
	TAMSUI VIA SWATOW & AMOY	l —			S. Tagami	OSAKA SHOSEN KAISHA	
	SWATOW, AMOY & FOOCHOW		_ 1	1	J. S. Roach	Douglas Lapraik & Co	
ŧ	SWATOW & SHANGHAI.		Brit. str			Jardine, Matheson & Co	
ŀ	SWATOW, CHEFOO & TIENTSIN		Brit. str	. –		BUTTERFIELD & SWIRE	
	MANILA		Brit, str				
,	MANILA VIA AMOY	· —			A. H. Notley		
٠	MANILA	TEAN	Brit str			1 - ·	
1	MANILA DIRECT	ZAFIRO			R. Rodger	SHEWAN, TOMES & Co	
,	SINGAPORE, PENANG & CALCUTTA	GREGORY APCAR			J. G. Olifent		
٠	SINGAPORE, PENANG & CALCUTTA	l				JARDINE, MATHESON & Co	On 14th Nov., at 3 P.M.
- 1	CALL CALL CANDIAGE OF A ACCOUNT A CALL CONTROL OF THE CANDIAGE	1 -7					

GREAT NORTHERN STEAMSHIP COMPANY.

FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (Passing through the INLAND SEA of JAPAN).

THE MAGNIFICENT NEW TWIN-SCREW STEAMERS,

"MINNESOTA" AND "DAKOTA" (EACH TONS 20,718 GROSS REG.)

Will be despatched from HONGKONG as follows:

" DAKOTA," Captain E. FRANCKE, on or about THURSDAY, 2ND NOVEMBER. "MINNESOTA,", Captain J. H. RINDER, , TUESDAY, 19TH DECEMBER, Conveying Cargo to the Facific Coast, United States, and Conadian Overland Common Points :

also Passongers to the United States, Europe, &c. These Steamers are luxuriously fitted with spacious SUITES and STATEROUMS; equipped with CIRCULATING LIBRARY. MUSIC, SMOKING ROOMS. BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.

Special provision is made for the sufe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.

Trans-Pacific Cabin Passengers by this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yckohama WITHOUT FXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to blanghui and Jupan Perts are available for return by the steamers of the REGULAR MAIL LINES. For Freight or Passage, apply to

NIP PON YUSEN KAISHA,

AGENTS.

Hongkong, 4th October, 1905.

INDO-CHINA STEAM NAVIGATION CO.. LIMITED.

PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.) STEAMERS * MANILA "YUENSANG" Friday, 27th Oct., 4 P.M. TIENTSIN VIA SWATOW and CHEFOO "ESANG" Saturday, 28th Oct., 3 P.M. Captain Helms, will be despatched for the above | + SV ATOW & SHANGHAI "FAUSANG" ... Sunday, 29th Oct., at Daylight. + SHANGHAI "CHOYGSANG" ... Wed'day, 1st Nov., 4 P.M. *SINGAPORE, PENANG & CALCUITA "NAMSANG" Tuesday, 14th Nov., 3 P.M. These steamers have superior accommodation for First-Class Passengers and are fitted

throughout with Electric Light. Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtsze

JARDINE, MATHESON & CO., For Freight or Passage, apply to Hongkong, 27th October, 1905. GENERAL MANAGERS.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

LUXURY-SPEED-PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific is the "EMPRESS LINE." Saving 3 to 7 days' Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVEB, 21 DAYS HONGKONG to VANCOUVER.

. PROPOSED SAILINGS. (Subject to Alteration). LEAVE HONGHONG: ARRIVE VANCOUVER. "EMPRESS OF INDIA" ... 6,000 ... WEDNESDAY, 15th Nov. ... 6th Dec. "TARTAR" 4,425 ... WEDNESDAY, 29th Nov. ... 23rd Dec. ... WEDNESDAY, 13th Dec. ... 3rd Jan. "EMPRESS OF JAPAN" ... 6,000 ... WEDNESDAY, 10th Jan. ... 31st Jan. "EMPRESS OF CHINA" ... 6,000

at Noon, taking passengers and cargo for the FITHE Quickest route to CANADA, UNITED STATES and EUROPE, calling at I SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN). KOBE. YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PALATIAL OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class......via St. I awrence £60; via New York £62. Intermediate on Steamers and 1st Class Rail ... R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at

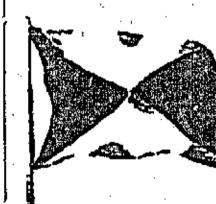
other cargo for London, &c. will be conveyed Intermediate rates, affording superior accommodation for that class. Passengers Booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Parcels will be received at this Office until Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese

For further information, Maps, Routes, Handbooks, Rates of Passage and Freight, apply to D. E. BROWN, General Agent. Corner Pedder Street and Praya, opposite Blake Pier

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I CHECK ENDER IN TO CO. T	ASLATIUR	STEAMSE	IIP UU-
PROPOSED SAILINGS FROM HONGE SEA OF JAPAN, MOJI, KOBE			
OPERATING IN CONNECTION WITH THE ORE	GON RAILRO	AD & NAVIGA	ATION CO.
STEAMBHIP TO	ons. Captain	TO SAIL A	T DAYLIGHT ON
"ARAGONIA" "NICOMEDIA"	5.198 Ernst	Novem	ber 29th, 1905.
"NUMANTIA",	4,370 Feldtmann	Januar	y 7th, 1905. {
Through Bills of Lading issue United States Points. For through with or apply to	ed to Pacific Coast Ports of Freight and	oints and a Eastern ad further information	n. Canadian and on. communicate

S. SILVERSTONE, ACTING GENERAL AGENT. Hongkong, 4th October, 1905.



HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	Tons.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	A. H. Notley	Manila via Amoy,	Fri., 27th Oct., 10 A.M.
ZAFIRO	254 0	R. Rodger	Manila.	Sat., 4th Nov., Noon.
		_ ;		

For Freight or Passage apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 24th October, 1905.



HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY. FOR NEW YORK VIA PORTS AND SUEZ

CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST). ... On 15th December. S.S. "INDRANI," For freight and further information apply to

SHEWAN TOMES & CO., GENERAL AGENTS

Heagkong 20th September, 1905.

HAMBURG-AMERIKA LINIE. OSTASIATISCHER DIENST.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhager. LISBON, OPORTO, LONDON, LIVERPOOL, GLASCOW, TRIESTE. GENCA, PORTS in the LEVANTE, BLACK SEA and BALTIC POETS, NORTH and SOUTH AMERICAN PORTS.

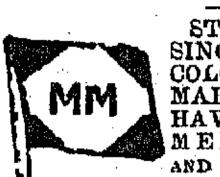
PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION. DESTINATIONS. BAILING DATES. * BORUSSIA (HAVRE and HAMBURG On 31st Oct. Freight & Capt. Hahn (Calling at Singapore, Penang and Colombo) . Passengers ! SENEGAMBIA .. (HAVRE, BREMEN and HAMBURG) On 11th Nov. Freight. Capt. Peter (Calling at Singapore, Penang and Colombo) C. FERD, LAEISZ (HAVRE and HAMBURG On 1st Dec. Freight. Capt. Meyerdierks & (Calling at Singapore, Penang and Colombo NUBIA NEW YORK VIA SUEZ About 31st Capt. Habel with liberty to call at the Malabar coast | December. * Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabins amidships. Lighted throughout by electricity. Duly qualified doctors are carried. For Further Particulars, apply to

> HAMBURG-AMERIKA LINIE HONGKONG OFFICE, KING'S BUILDINGS.

VESSELS ON THE BERTH COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH MAIL STEAMERS.



STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.

THE Steamship

"OCEANIEN," Captain Couret, will be despatched for MARSEILLES on TUESDAY, the 31st October, at 1 P.M. Passage tickets and through Bills of Lading. issued for above ports. Cargo also booked for principal places in Next sailings will be as follows: S.S. "SALAZIE"... S.S. "TOURANE" S.S. "TONKIN"... ... G. DE CHAMPEAUX, Agent. Hongkong, 19th October, 1905.

FOR SINGAPORE, PENANG AND CALCUTTA. THE Stenmship

"GREGORY APCAR! Captain J. G. Olifent, will be despatched for the above ports on TUESDAY, 31st inst., at 3 P.M. For Freight or Passage, apply to DAVID SASSOON & CO., LD.,

Agents. Hongkong, 24th October, 1905.

FOR VLADIVOSTOCK.

THE Steamship "ANDALUSIA." Captain Filler, will be despatched for the above ports on WEDNESDAY, the 1st Nov., at.

5 P.M. For Freight or Passage, apply to HAMBURG-AMERIKA LINIE; Hongkong Office.

Hongkong, 20th October, 1905. REGULAR STEAMSHIP SERVICE TO NEW YORK, VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT MALABAR

COAST). PROPOSED SAILINGS FROM HONGKONG. WRAY CASTLE".... GHAZEE" 'LOTHIAN' For Freight and further information, apply to

DODWELL & CO., LD., Agents. Hongkong, 10th October, 1905. 2105-2135 IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. JAPAN-CHINA-AUSTRALIA LINE. VIA NEW GUINEA.

STEAM FOR FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRIS-BANE, SYDNEY AND MELBOURNE.

On TUESDAY, the 14th November, at Noon, the Steamship "PRINZ SIGISMUND," Captain Lenz, with Mails, Passengers and Cargo, will leave this port as above. The Steemer has splendid accommodation and

carries a Doctor and a Stewardess. Linen can be washed on board. NORDDEUTSCHER LLOYD. For Further Particulars, apply to MÉLCHERS & CO.,

A gents. Ho kong, 20th October, 1905. EAST ASIATIC Co., Ld., COPENHAGEN

NOTICE. STEAM FOR COPENHAGEN & BALTIC

THE Chartered Norwegian Steamship "EIDSVOLD," will leave for the above places about the middle of November.

For Particulars, apply to MELCHERS & CO., Agents. Hongkong, 20th October, 1905. FOR NEW YORK

VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT THE MALABAR.

COAST). THE Steamship

"SCHUYLKILL," Captain Nicholas, will be despatched as above on or about the 21th November. For Freight, &c., apply to

STANDARD OIL COMPANY OF NEW YORK. Oriental Freight Department. Hotel Mansions.

Hougkong, 25(h October, 1905. HONGKONG-MACAO LINE

S.S. "WING CHAI," Captain T. Austin, R.N.R. 717HIS Steamer departs from Hongkong, on Week Days, at 8 A.M.; and on Sundays at 8.30 A.M.: Departs from Macao on Week Days about 2,30 P.M. and on Sundays at 5.80 P.M. if

tide permits FARES-(week days) 1st Classfindluding cabin and servant), Single \$3, Return Ticket \$5 2nd Class St. 3rd Class 50 cents. Every Sunday will be on Excursion, at the

following rates: 1st and 2nd Class, Single Ticket S1, Return \$2. 3rd Class, Single 30 cents, Return 50 cents, Steerage 10 cents. Meals can be had on board.

Tiffin and Dinner can be supplied either on board, or at the Macao Hotel, for returning Passengers only, at an extra charge of \$2. On Sundays, Passengers desiring to have a Private Cabin, which has accommodation for two or more Passengers, will be charged 33

extra. First Class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on produce tion of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half-ticket will be available

for thefollowing day. The Steamer is lit throughout by Electricity The Steemer's Wharf at Hongkong is at the Western end of Wing Lok Srtoot. MING ON & CO.

2nd Floor, 16, Victor Street. Hongkong, 7th Catober, 1904.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONFINENT.

MONTHLY SAILINGS FOR LIVERPOOL. TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA AND HUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARDS.	
COUNT A BETTER	On 7th November.
111 NE	25 MAT. ST
GLASGOW and LIVERPOOL "MENELAUS"	Ou Mak Blamamhan
	On 14th Morambar
	On 21st November.
GLASGOW and LIVERING OF "HYSON"	OH ZING MOVEMONT
GLASGOW and Liver PRIAM"	O COUL Manuschen
TASGOW and INVESTORE "OANEA"	STATE OF THE PARTY
	On 5th December.
· ~ ~ * * * * * * * * * * * * * * * * *	On 5th December.
	On 12th December.
LASGOW and The Property HOMEWARDS.	
STEAMER	TO SAIL
MOD :	On 7th November.
WACHAON"	di lei tionement
ANTWERP	
LONDON, AMSTERDAM and WINTUCK"	Off 7180 14040mper.
	a new 37low
CENOA MARSEILLES and } "CALCHAS"	On 24th Hovelineer
LONDON, AMSTERDAM and "DEUCALION"	Un oth December.
ANTWERP	_
ANTWERP ANTWERP	OF 18th December.
GENOA MARSEILLES and GLAUCUS"	On 20th December.
LIVERPOOL Carro for Liverpool a	+ Tandan Rafes
LIVERPOOL Taking Cargo for Liverpool a	1/ Tiolition respons

TRANS-PACIFIC SERVICE.

Operating in conjunction with

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH	BILLS OF LADING T	О А	LL OVERLAND
COMMON POINTS IN THE UNITED	STATES OF AMERIC	А А	ND CANADA.
EASL	WARD. STEAMERS		BAIL -
	"PINGSUEY"	On	9th November.
	"OANFA"	On	1st December.
HAMAWEST	rward.		DHE

"KEEMUN"..... On 31st October. TACOMA. SEATTLE, "MACHAON" On 3rd November. and PACIFIC COAST For Freight, apply to-BUTTERFIELD & SWIRE,

Hongkong, 18th October, 1905.

CHINA NAVIGATION CO. LIMITED.

SWATOW, CHEFOO and TIENTSIN	"CHIHLI"	On 31st October. On 31st October.
MANILA ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS \$\frac{1}{2}\$	• "TAIYUAN"	On 2nd November.
VILLE, BRISBANE, SYDNEY and		

*The attention of Passongers is directed to the superior accommodation offered by these teamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

t Taking Cargo on through bills of lading to all Yangteze and Northern China Ports. Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

AUSTRALIAN PORTS. For Freight or Passage, apply to-BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 26th October, 1905.

OSAKA SHOSEN KAISHA.

AGENTS:

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS . AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

* TAMSUI VIA SWATOW AND AMOY	{ }	" D "
FOR		/ THE
SHANGHAI VIA SWATOW. AMOY AND FOOCHOW ANPING VIA SWATOW AND AMOY SHANGHAI VIA SWATOW, AMOY AND FOOCHOW	{	"
* These Steamers have superio	e ac	commod

THE CO.'S 5.8. SUNDAY, 29th Oct., AIGI MARU' at 10 A.M. S. TAGAMI CHARTERED 8.8. LEAVING SUNDAY, 29th Oct FRITHJOF" at 10 A.M. HARALDSEN WEDNESDAY, 1st "PROMISE" Nov., at 10 A.M. THORSTENSEN WEDNESDAY, 8th TRIUMPH' Nov., 10 at A.M. A. HANSEN dation for First-class Passengers, and are fitted

† Taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports. For Freight, Passage, and further information, apply at the Company's local Branch Office

et No. 8, Des Voux Road Central. T. ARIMA, Manager. Hongkong, 20th October, 1905.

BOSTON S. S. CO. BUSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH PACIFIC RAILWAY COMPANY. NORTHERN

PROPOSED SAILINGS FROM HONGKONG FOR

B.C. AND TACOMA VICTORIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailir	ng Date.
1 HYADES TREMONT LYRA PLEIADES	9,606 4,417	Geo. Wright T. W. Gerlick G. V. Williams F. G. Purington	Monday, Friday, Saturday, Friday,	November 20th November 24th December 9th December 29th

t Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND Esang, British str., 1,127, L. A. Muir, 22nd

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS. The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to-DODWELL & CO., LIMITED,

QUEEN'S BUILDINGS. Hongkong, 10th October, 1905. GENERAL AGENTS.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

		1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
FOR	STEAMERS	TO SAIL	HENARKS.
	BENGAL	About 2nd November	Freight and Passage.
LONDON &c., VIA USUAL PORTS	G. M. Montford, B.N.R.	Noon, 4th November	See Special Advertisement.
YOKOHAMAVIASHANGHAI, MOJI and KOBE	BATTONO.	About 6th	}Freight only.
LONDON and ANTWERP VIASINGAPORE, PENANG, COLOMBO. PORT SAID and MARSEILLES	W: R. Hickor	About 8th November	} Freight only.
For further Particulars,	apply !to		HEWETT,

JAVA-CHINA-JAPAN LIJN,

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	From	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS.	JAPAN	First half of November	JAVA PORTS	First half of November Second half of
TJIMAHI	JAVA	First half of J	APAN via SHANGHAI	November
TIII.ATIAP	JAPAN	Second balf of November	JAVA PORTS tric Light and have according to all Netherlands	Second half of November

through Bills of Lading. For Particulars of Freight and Passage, apply to the HEAD AGENCY OF THE JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

York Buildings, lat Floor. Hongkong, 23rd October, 1905.

-19.10

Hougkong, 26th October, 1905.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN. STEAM FOR SINGAPORE, PENANG. COLOMBO, ADEN. SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS. STRAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.-CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION. SAILING DATES. STEAMERS.

PRINZESS ALICE SACHSEN PRINZ REGENT LUITPOLD PRINZ HEINRICH	***	WEDNESDAY 8th November 22nd November WEDNESDAY 6th December 20th December 1906
PRINZ EITEL FRIEDRICH		WEDNESDAY 3rd January WEDNESDAY 17th January
GNEISENAU	***	WEDNESDAY 31st January
ROON	•••	THE TOTAL TO A W Life Represent
PREUSSEN	•••	
ZIETEN	•••	WEDNESDAY 28th February

ON WEDNESDAY, the 8th day of NOVEMBER, 1905, at Noon, the Steamship "PRINZESS ALICE," Captain Ch. Polacky, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at Naples and Genoa. Shipping Orders will be granted till Noon, on MONDAY, the 6th November. Cargo and REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND Specie will be received on Board until 5 P.M. on Tuesday, the 7th November, and Parcels Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

NORDDEUTSCHER LLO7D. For further Particulars, apply to

MELCHERS & CO., AGENTS. Hongkong, 26th October, 1965.

SHIPPING IN PORT.

STEAMERS. Alston, British str., 2,536, Wilson, 21st Oct., Keelung 19th Oct., General.-Shewan, Tomes & Co. Andalusia, German str., 3,477, M. Filler, 23rd

October,-Moji 18th October, Ballast.-Hamburg-Amerika Linie. ANDREE RICKMERS, German str., 1,020, H. Kohn, 25th Oct.,-Bangkok 15th Oct., Rice and Wood.—Butterfield & Swire.

Anghin, German str., 1,001, D. Reimers, 21st Oct., -Bangkok 12th Oct., Rice. -Butterfield & Swire. ATHENIAN, British str., 2,440, S. Robinson, 18th Oct.,-Vancouver 18th Sept. and Shanghai 15th Oct., General.-C. P. R. Co.

CHEANGCHEW. British str., 1,213, E. Edwards, 14th Oct. - Moji 8th Oct., Coal - Japanese. CLAVERING, British str., 2,154, D. Barton, 6th Commercial S.S. Co.

COURTRIELD British str., 2,895, J. W. Martin. 9th, General.-Dodwell & Co. DAGNY, Norwegian str., 883, O. Abraham, 24th Oct .. - Chefoo 17th October, General .-

Auguard, Thoresen & Co. DER ENT, British str., 1,562, J. Jenkins, 23rd October, -Saigon 17th October, General. -

DEVAWONGSE, German str., 1,057, Bruhn, 22nd Squares.—Butterfield & Swire, DR. H. J. KIAER, Norw. str., 691, Larsen, 11th Oct.,-Chinwangtao 4th Oct., General.-

Showan, Tomes & Co. Donic, British str., 4,975, H. Smith, 23rd Oct., Mails and General.-O. & O. S. N. Co. DUNDAS, British str., 1,954, H. G. Case, 23rd October, -- Moji 18th Oct., Coal. -- Arnhold

Karberg & Co. ELISABETH RICKMERS, German steamer, 997, Gotsehe, 25th October,-Bangkok 19th October, Rice.—Butterfield & Swire. EMPRESS OF INDIA, British str., 3,032, E. Beetham, 25th Oct.,-Vancouver 2nd Oct.

and Shanghai 22nd, Mails and General.-C. P. R. Co. Oct. -Tientsin 12th Oct. and Chefoo 17th, General.—Jardine, Matheson & Co.....

FAUSANG, British str., 1,410, P. Wheeler, 22nd Oct., - Kuchinotzu 17th Oct., Coal.-Jardine, Matheson & Co. GLENFALLOCH, British str., 1,434, R. S. Pentney, 23rd Oct.,-Java, Singapore via Hoi-

how 14th Oct., Sugar.-Joo Tek Sing. Folsjo, Norwegian str., 1,04", Berentzen, 24th Oct.,-Chefoo 18th Oct.-Chinese. GREGORY APCAR, British schooner, 2,961, J. G. Olifent, 24th October,-Calcutta and Straits 8th October, General, -D. Sassoon

& Co., Ld.

HAINAM, French str., 178, Roulet, 12th Oct.,from Kongmoon.-Bradley & Co. HAPTAN, British str., I,183, J. S. Roach, 25th Oct .- Foochow 22nd Oct., Amoy 23rd and Swatow 24th, General.—Douglas Lapraik

HARZEL DOLLAR, British str., 2,408, C. H. Cross, 20th Oct., -Moji 14th Oct., Coal. --Arnhold, Karberg & Co. HEGHINGTON, British str., 1,827, P. N. Toft,

21st October,-Newcastle 39th September, Coal.-Order. HELENE, German str., 771, J. Jossen, 21st Oct.,-Tourane 17th October, General,-Jebsen & Co.

HOHNSTEIN, German str., 1,275, H. Hamer, 20th Bussan Kaisha. Kampor, French str., 412. Le Bail, 3rd Oct.,

-Saigon 29th Sept., General.-Chinese. Sept.,-from Salina Cruz, Ballast.-China | KENSINGTON, British str., 2,247, Robt. Dower, 22nd Oct.,-Salina Cruz 15th Sept., Ballast. Dodwell & O 23rd Oct., -Bombay 3rd Oct. and Tuticorin 'Konsichang, German str., 1,292, C. Gosewich,

17th Oct.,-Kohsichang 8th Oct., Rice,-Butterfield & Swire. Oct.,-Baigon 27th Sept., Meal and General.—Chinese.

LANSCHAN, German str., 2,300, Sperling, 7th Aug .- Saigon 2nd August, Ballast .-Jebsen & Co.

Oct.,-Shanghai 13th October, General.-Chinese. Machew, German str., 1,600, H. Harjes, 25th October,-Bangkok 17th October, Rice Titania, cruiser, Captain Schaake

and Wood.-Butterfield & Swire. -San Francisco and Manila 21st October, Meeroo, Chinese str., 1,321, R. Stephen, 25th October, - Shanghai 22nd October, General. -C. M. S. N. Co. PAKHOI, British str., 1,229, K. E. Tuebben,

16th Oct., -- Mauila 13th Oct., Ballast.-Butterfield & Swire. 21st October, -- Mororan 11th Oct., Coal.-Dodwell & Co., Ld.

PONAPE, German str., 125, H. Martens, 6th Sept.,-Ponapel3th Aug.-German Consul. ROSNEATH, British str., 1,123, T. Frazer, 13th October, -Rajang 4th October, Timber. -

Runi, British str., 1,619, A. H. Notley, 24th Oct.,-Manila 21st Oct., General.-Showan Tomes & Co. SILESIA, Austrian str., 3,340. L. de Stabile,

24th Oct.,-Kobe 14th Oct., General.-Sander, Wieler & Co. THYRA, Norwegian str., 2,419, H. Pedersen, 20th Oct .- Kuchinetzu 14th Oct., Coal .-

Mitsui Bussan Kaisha. TSIMO. German str., 1,839, A. Kirck, 16th Oct. - Saigen 11th Oct., General. - Jebsen

UNTOUCHED BY HAND. For INFANTS and INVALIDS MELLIN'S FOOD is free from Starch. When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS FECKHAM LONDON. ENGLAND.

TSINAN, British str., 1,465, C. Lindbergh, 17th October,-Sydney 23rd Sept., and Manila 15th Oct., General.—Butterfield & Swire. YUENSANG, British str., I.128, P. H. Rolfe, 23rd October,—Manila 20th Oct., General,

-Jardine, Matheson & Co. ZOROASTER, British str., 2.383, John Ewan, 23rd October, Moji 17th Oct., Coals. WHE Company's Steamship Bradley & Co.

ECLIPSE, British-ship, 2,969, McBryde, 31st 13th July, Case Oil .-- Standard Oil Co. ECUADOR, German 4-m. barque, 2,193, O. Drikmann. 2nd Sept .. New York 19th May. Parafin.-Order.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRO-HUNGARIAN. Aspern, cruisor, 2437 tons, 20 guns, 7300 h.p., Capt. Friedrich Grinzenberger, Singapore Keiserin Elisabeth, cruiser, 1900 tons, 29 guns, 800J h.p., Captain Mirtl, Singapore

Acheron, armoured gunboat, 1796 tons, 10 guns 1700 h.p., Lieut. Ferret, Saigon Argue, ganboat, 123 tons, - guns, 500 h.p., Lieut. Jeannel, Cauton

Avalanche, gunboat, 140 tons, 5 guns, 150 h.p., Haiphong Baionnette, gunboat, Lieut. Lefèvre, Saigon Caronade, gunboat, Lieut, Hue, Saigon Casse-tete, gunboat, 140 tons, 5 guns, 150 h.p.,

Comete, gunboat, 525 tons, 4 guns, 438 h.p. Lieut, M. du Vignaux, Gulf of Siam D'Assas, cruis er, 4000 tons, 31 guns, 9500 h.p.,

Baie d'Along Decidée, gunboat, 645 tons, 10 guns, 1,000 h.p., Lient. Comdr. L'Eost, Heiphong Descartes, cruiser. 3985 tons, 14 guns, 5500 h.p., Commander Amet, Baje L'Along

Dupetit Thours, armoured craiser, 10,014 tons, Estoc, gunboat, Lieut. Mère, Haiphong Francisque, destroyer, 303 tons, 7 guns, 6300 h.p., Lieut, Cotoni, Haipbong

Fronde, destroyer, 350 tons, 7 guns. 303 h.p., Lieut. Jehenne, Haiphong Gueydon, cruiser, 9376 tons, 36 guns, 20,200 h.p., Captain Goudot, Saigon Guichen, protected cruiser, flagship of Rear Admiral de Fauque de Jonquieres, Captain

Prat. Saigon

Henri Riviere, gunboat, Lieut. Portier, Haiphong Jacquin, gunboat, Lieut. Corlover, Haiphong Javeline, destroyer, 307 tons, 7 guns, 300 h.p., Lieut.-Comdr. Beaussant, Haiphong Kersaint, gunboat, 1250 tons, 6 gans, 2200 h.p.,

Comdr. Le Golleur, Saigon Lynx, submarine, Lient. Armbruster, Saigou Montealm, cruiser (Flagship of Vice-Admiral Richard, 'ommander in Chief), 9700 tons, 12 guns, 19,600 b.p., Capt. Dartige du Fournet,

Baie d'Along Mousquet, destroyer, Lieut. Prat, Baie d'Along Olry, gunboat, - tons, - guns, - h.p., Lieut. | having arrived, Consignees of Cargo are hereby Audemard, Yangtse Peiho, ganboat, Lieut. Luvissière, Tongku

Pistolet, destroyer, Lieut. de Reinach-Worth, Baie d'Along Protée, submarine, Lieut, Glorieux, Saigen Redoutable, battleship, (in reserve) 9437 tons, 8 guns, 6071 h.p., Rear Admiral de Tarolles,

Sabre, destroyer, Lieut. Lebari, Haiphong Styx, cruiser, 1796 tons, 10 guns, 1700 lh.p. Comdr. T. de Balincourt, Saigon Surprise, ganboat, 629 tons, 2 gans, 900 h.p.,

Lieut. Roque, Haiphong Takiang, gurboat, Yaugtsze Takou, destroyer, Lieut, Gaillard, Saigon Vauban, battleship, (reserve) 6150 tons, 23 guns, 4560 h.p., Lieut,——, Hongay Vigilante, gunboat, 123 tons, 7 guns, 500 h.p.,

Liant, Jemen, Canton Bussard, cruiser, 1857 tons, 15 guns, 2900 h.p., Comdr. Huss October, Moji 13th Oct., Coal. - Mitsui | Fatherland, gunboat, - tons, - guns, - h.p.,

Captain ron Buelow, Wuhu Furst Bismarck, (flagship), 11,000 tons, 36 guns. 14,000 h.p., Captain Prowe Tsington Geier, cruiser, 1776 tons, 15 guns, 2960 h.p., Comdr. von Studnitz

Hansa, cruiser, 6230 tons, 34 guns, 10,000 h.p., Captain Weber, Tsingtau Iltis, gunboat, 1000 tons, 10 guns, 1330 hp., Comdr. Baron von M. Hullessem, Canton -LAERTES, British str., 1,341, J. B. Jackson, 1st Jaguar, guaboat, 900 tons, 10 gans, 1300 h.p., Commander Wilbrandt, Yangtse Luchs, gunboat, 850 tons, 10 guns, 1344 h.p.,

Commander Kroencket Secadler, craiser, 1640 tons, 15 gans, 2800 h.p., Commander Persius, (aground at Lubuan) Oct.,-Bangkok 14th Oct., Rice and Teak Lisa. Swedish str., 1,577, H. Horndahl, 17th Thetis, cruiser, 2660 tons, 24 guns, 8000 h.p., Captain Voit, Shanghai

Tiger, gunboat, 900 tons, 10 guns, 1300 h.p. Commander Deimling, Tsingtau Tsingtau. ganboat, 170 ton, 5 gans, 1300 h.p., Commander Giebber, Canton

Vorwarts, gunboat, - tons, 3 guns, 500 h.p., Lieut. Scharf, Shanghai. ITALIAN. Marco Polo, cruiser, 3600 tons, — guns, — h.p., Captain Presbitere, Shanghai

POCAHONTAS, British str., 1,740, F. G. Box, Puglia, cruiser, 2498 tons, 29 guns, 7000 h.p., Captain Pescetto PORTUGUESE. Rio Lima, craiser, 633, tons, 7 guns, Macao.

UNITED STATES. Albany, craiser, 3763 tons, 25 guns, 7500 h.p. Captain Dyer, Cavite

Annapolis, gunboat, 1000 tons, 12 guns, 1227 h.p. Captain Rohrer, Shang hai Bainbridge, t.-b.-d., 420 tous, 7 gaus 8003 h.p., Lieut. G. Williams Baltimore, cruiser, 5,000 tons, Capt. Sargent Manila

Barry, t.-b.-d., 420 tons, 7 gans, 8000 h.p., Lieut. Irwin Callao, gunboat, 208 tons, 10 guns, 600 h.p., Lieut, Dismaker Chauncey, t.-b.-d. 420 tons, 7 guns, 8000 h.p., Lieut. E. P. Jessop

NOTICES TO CONSIGNEES "INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.

"INDRANL" having arrived from the above ports, Consignoes July,-New York 14th April and Auger of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowleon Wharf and Godown Company's hazardous and/or extrahazardous Godowns at Kowloon, waere each Consignment will be sorted out mark by mark, and delivery can be obtained as soon as the

Goods are landed. Goods not cleared by the 28th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be offected by us in any case whatever. All damaged packages must be left in the Godowns, and a cortificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised

Optional goods will be landed here unless instructions are given to the contrary before NOON TO-DAY. JARDINE, MATHESON & CO.,

Agonts. Hongkong, 23rd October, 1905. . [2408] "BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES. S.S. "BENMOHR," FROM ANTWERP, LONDON AND

STRAITS. ONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardons and/or extra hazardous Godowns of the Hengkong and Kowloon Wharf and Godown Co., Ld., whence and/or from the wharves delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered

after the lifet inst. will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 7th November or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 30th inst., at 11 A.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. Agents. Hongkong, 24th October, 1905.

AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY. NOTICE TO CONSIGNEES. FROM YOKOHAMA, KOBE AND

SHANGHAI. FILE Steamship "STLESIA." linformed that carge will be landed into the hazardous and/or extra hazardous Godowns of the Hengkong and Kowloon Wharf and Godown. Co., Limited, whouse delivery may be obtained.

have left the Godowas, and all Claims must besent in to the Office of the undersigned before-Noon, on the 30th inst. or they will not be recognised. No Fire Insurance has been effected, and any Goods remaining in the Godowns after the

No Claims will be admitted after the Goods

30th inst, will be subject to rent. Bills of Lading will be countersigned by SANDER, WIELER & CO., Agents.

Bongkong, 24th October, 1905. BOSTON TOWBOAT COMPANY,

NOTICE TO CONSIGNEES. STEAMSHIP "SHAWMUT." FROM TACOMA, VICTORIA, YOKO-HAMA, KOBE, MOJI, SHANGHAI

AND WANILA. THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goo!s from alongside. Cargo impeding the discharge of the Vessel

will be landed and stored at Consigness' risk No Fire Insurance will be effected by us in any case whatever. DODWELL & CO., LD.,

Hongkong, 23rd October, 1905.

Agents.

RIMINAR THAN COPAIBASI

Renowned Physicians prescribe Grimacit's Matico as the most active and at the same time the most innoffensive remedy in the treatment of Acute and Chronic Discharges, The Capsules, unlike Copuba, do not cause cruptions on the skin or produce nausta. MATICO INJECTION is used in recent MATICO CAPSULES in the more chronic cases

GRIMAULT'S INDIAN CIGARETTES For Asthmatic people who suffer from OPPRESSION in breathing, HOARSENESS, and BRONCEITIS, INSOMNIA, and DIFFICULTY IN EXPECTORATION. Grimault's Cigarettes render the respiration easier, cut short the paroxysms, and remove the feeling of tightness across the chest:

GRIMAULT & Co, PARIS

Sold by all Chemists.

POST OFFICE NOTICES CHRISTMAS AND NEW YEAR PARCEL MAILS, HOMEWARD. Parcels for the United Kingdom via Gibraltar posted up to 5 p.m. on Friday, the 3rd of November are due in London about the 11th December, and these posted up to 5 p.m. on Friday, the 17th November are due in London on Christmas Morning. With an additional fee of 60 cents parcels may be forwarded via Brindisi and if posted before 5 p.m. on the 17th November would accompany the leter mail due in London on the 18th December. Parcels intended for New Year's delivery should also be forwarded by the mail of the 17th November, as the parcel mail of the 1st of December is not due in London till the 8th of January via Gibraltar and the 2nd January via Brindisi. The rates of postage on ordinary parcels are as follows:---For a parcel not exceeding 3 lbs. in weight 60 cents. All parcels containing newellery or any article of gold or silver must be insured, all insured parcels must be sealed. The seals must bear the impression of a device or private mark. Coins must not be used for sealing purposes. The Sachsen, with the German mail of the 26th September left Singapore on Thursday, the 21th inst., at 8 a.m., and may be expected here on or about Monday evening, the 30th inst. Mails, for Canton, Samehul and Wuchov are closed on week-days at 7.3c a.m. On Sunday the mail for Macao is closed at 8 a.m. Mails for Namtao, Sanbue, *Kongmoon, *Kumchuk, *Samshur, *Wuchow and *CANTON are closed every weekday, at 5 p.m. On Sundays the mails are closed at 9 a.m. *No mails are despatched to these places on Saturday evenings, unless previously notified. MAILS WILL CLOSE. Hongay Friday, 27th, 8.00 A.M Amoy and Manila Friday, 27th, 9.00 A.M Macao Heungshan Friday. 27th, 1.15 P.M Manila..... Yuensang Friday, 27th, 3.00 p.m 27th, 3.00 P.M C. F. Laiesz Friday... ...27th, ...5.00 P.M Shanghai and Yokohama..... Saturday, Bangkek Kohsichung 28th, 11.00 A.M Gorman Go. vorument vessel Ponane Saturday, 28th, 11.00 A.M Yap, Saipan and Ponape,...... (By courtesy Capt. H. Martens). Saturday, 28th, 1.15 P.M Swatow, Chefoo and Tientsin Esang Swatow, Singapore and Bangkok Anghin Swatow and Shanghai Fausang Saturday, 28th, 5,60 P.M Heungshan Monday, 30th, 1,15 p.m Macao Tuesday, Printed Matter and Sam p. 65..... 9.00 A.M Registration... 9.00 A.M BHANGHAI, NAGABARI, KOBE, YOKOHAMA, (Registration, with lat HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the | Doric fee of 10 cents, up to time fixed for departure of the mail. 9.30 A.M.Registration. Kowles. Extra postage 10 cents.) B.O. 9.00 A.M No late fee. Letters 10.00 A.M Tuesday, 31st, Printed Matter and Sam ples...... 10.00 A.E EUROPE, &c., INDIA VIA TUTICORIN Registration... 10.00 A.A. (Late Letters 11.00 to 11.30 A.M. Extra (Registration, with lat Postage 10 cents.) fee of 10 cents, up t Oceanien Letters posted in all the Pillar Boxes 10.45 A.M.in time for the first clearance will be Registration. Kowloom included in this contract mail.) B.O......10.00 A.M No late fee. hetters..... 11.00 A.8 Tuesday, 31st. 1.15 P M Heungshan Gregory Apcar..... Tuesday, Singapore, Penaug and Calcutta Tean Tuesday, Manila Childe Tuesday. Swatow, Chefoo and Tiertsin Manila, Port Darwin, Thursday Island. Cooktown, Cairns, Townsville, Brisbane, Empire. Wednes., Nov. 1, 10.00 A.M. Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide and Perth SHARGHAL, NAGASARI, KOBE, YOKOHAMA,) Atheniea Wednes., Nov. 1, 11,00 A.M. VICTORIA and VANCOUVER (B.C.) 5 Choysang Wednes., Nov. 1, 3.00 P.M Shanghai Andalusia Wednes., Nov. 1, 4.00 P.M Shangbai, Nagasaki, Kote,-Yokohama and) Thursday, Nov. 2, 11.00 A.3 Seattle Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Briebane, Tanyuan Thursday, Nov. 2, 3.00 P. Sydney, Hobart, Launceston, New Zeeland. Melbourne, Adolaids and Perth Saturday, Nov. 4, 10.00 A.3 Manile..... Saturday, Nov. 4, EUROPE, &c., INDIA VIA TUTICORIN Printed Matter and San (Late Letters 11.00 to 11.30 A.M. Extra ples 10.00 A.3 Postago 10 cents.).... Registration ... 10.00 A.M (Supplementary unit on board up to the (Registration, with la time fixed for departure of the mail. fee of 10 cents, up Extra Postage 10 cents.) Coromandel 10 45 A.M.) 'Letters posted in all the Pillar Boxes | Registration, Kewloon in time for the first clearance will be B.O.....10.00 A.M. included in this contract mail.) No late fee. The Parcel mail will be closed on Friday, Letters.11,00 A.M the 3rd Nov., at 5 p.m. Sunday, Nov. 5, 3.00 P.M. Tsinan Yokobama and Kobe Wednes., Nov. 8, Printed Matter and San ples...... 10.00 A.M. Registration... 10.00 A.M. (Late Letters 11.00 to 11.30 A.M. Extra (Registration, with late Postage 10 cents) (Letters posted in all the Pillar Boxes fee of 10 cents, up to Prinz: 85 Alice ...

Hughes & Hough, 2.30 p. TO MOR Sale, Japanese Curios, 8	15.U/ 17 .
Remedios, 2.30 p.m.	.
COMME	
CLOSING QU	OTATIONS.
Telegraphic Transfe.	r 1/1111
Bank Bills, on deman	nd
Bark Pills, at 30 day	s' sight1/11]
Bank Bills, at 4 mon	the sight 2/0, k
Cridits, at 4 months	sight 2 0,3
Decomentary Bills, 4	months stok 2 0sh
	Throwale A.D 111
OR PARIS	a 9431
Bank Bills, on deman	Caraba Offica
Credite, at 4 months	Bight ****** 705%
ON GERMANY.	2023
Cn demand	* ********** Z(FA)

in time for the first clearance will be I

included in this contract mail.)

TO.DAY.

Sale, Pokin Curios, Sales Reoms, Messrs.

<u> </u>
OR PARIS.
Rook Bills on demand
Credite, at 4 months' sight 2523
A- OFUNIANY -
Cn demand 2023
Over Na 557, Y ORK
Tank Bills, on demand
Candida 60 days sight49
A. Donn't
On Homeay.—
Telegraphic Trensfer
Pank, on demand
ON CALCUTTA.
Telegrapme Transfer
Telegraphic Transfer
There at sight and an arrangement of the
Datada' 20 days' sight
On Votatiana wells demand
The Mark with a section of the control of the contr
A GENCAPORE ON demandation Pro. p.u.
As Director (In demand account of 10g
Asset The respondence in demand account Police Fall
A CARAGE ON CONSTITUTE AND A CONTRACT OF THE C
A. DANGEAU
CAMPOWIANG KANK & DUYLUK ANACO ************************************
100 Gno wor tool 53.20

VESSELS EXPECTED.

GOLD LEAF, 100 fine, per tael 53.20

THE AMERICAN MAIL. The P.M. str. Manchuria left Yokohama or the 17th Oct., and is due here on the 29th Oct. THE GREMAN MAIL. The I.G.M. str. Sacksen loft Singapore on

Thursday at 8 a.m., and may be expected here

on Monday night, the 30th Oct. THE PRENCH MAIL Tho M M. str. Tourane, having been delayed in the Suez Canal, is only expected to leave Singapore for Saigon on Friday evening, and may, there-

fore, be due here on or about the 3rd Nov. a.m.

Mr. and Mrs. A. E. Carson, Mr. and Mrs. F. Case and child, Mr. Herman Danz, Father Garaix, Mr. Wm. Gomez, Mr. and Mrs. A. W Hastings, Dr. M. Herzog, Rev. and Mrs. L. B. Hillis, Mr. H. Hunt, Mr. and Mrs. C. E. Helvie, Mr. F. H. Hillman, Mr. and Mrs. Howard James, Miss Helen James, Mrs. H. E. James, Messrs. Philip James, W. E. Kelly, Mr. and Mrs. Albert C. Lee and 3 children, Messrs. Ed. Levy, Louis Levy. Miss Bell Meyers. Mrs. McAlpine. Mr. and Mrs. L. McCornick, Mrs. M. D. Owings, Mr. and Mrs. F. C. Owings and child, Misses. Martha O'Connor and P. P. Rand, Mr. M. E. Shanck, Mrs. O. V. Smith, Mr. and Mrs. A. M. Thomas, Mr. and Mrs. C. E. Thurston, Mr. N. Vestal, Mr. and Mrs. J. S. Van Buren, Miss K. Williamson, Messrs. W. Wilson, E. J. Webster.

H. J. Whatmore, Mrs. C. H. Willard and 2

children, Dr. R. K. Cole, Mr. Yew C. Lee, Mrs.

Belle Nelis, Mrs. C. Zimmer, and Mrs. Newell

10.45 A.M.)

. В.О. _..... 10,00 A.M.

Letters 11 00 A.M.

Kowloon

Registration

No late fee.

MERCHANT STRAMERS.

The str. Catherine Apear, from Calcutte, left

Singapore on the 24th Oct., p.m., and may be

The N.D.L. str. Borneo left Sandakan on the

The P. & A. str. Arabia left Yokohama on the 2 ad Oct., and is expected here on or about

26th Oct., p.m., and may be expected here on

Seattle on the 9th Oct. for the usual ports.

The E. & A. str. Eastern left Syaney on the

19th Oct. calling at Queensland Port, etc., and

PASSENGERS.

Per Choysang, from Shanghai, &c., Mrs. Mc-

Per Dakota, from Seattle, &c., Messrs. F. S.

Ayers, A. R. Armstrong, Mr. and Mrs. H. E.

Burd and child, Mr. and Mrs. B. F. Bean, Miss

Baxter: Messrs. R C. Bamjee, Z. C. Collins,

expected here on the 30th Oct.

Tuesday, the 31st Oct.

the 4th Nov.

the usual ports of call.

Dermot and child.

Wilson and child.

is due here on the 9th Nov.

TOTATOR WINDSHIP COTT & WARRANT

	· · · · · · · · · · · · · · · · · · ·	Hongkong	g, 26th October.
Сом	PANT.	Paid UP.	Quotations.
'Alhambra		\$200	\$100.
Banks			·
.*	ng & S'hai	\$125 \$	\$910, sellers
_	l B. of China	. KI	London, £92.10
A. Sh	arcs	£ 5	\$38, buyers \$7, buyers
China-Box	estos E. A neo Co	, \$12	\$11.75, sellers
China Lig	ht&P.Co vident	\$10 \$10	\$10, sellers \$0, sales
			4 ,,, 2,1,2,2
Cotton Mi	11s—	Tls. 50	Tls. 57.
Hongko	ng tional	\$10 Pla 75	\$141, sellers
- Laou K	ung Mow	Tls. 100	Tle, 61,
 Soyched 	7	T1s. 500	Tls. 250, buyers \$171, sellers
	• •		, warran nomens
Docks and Farnha	l Wharves— m, B. & Co	Tls. 100	Tis. 142.
·	Wharf & G.	_	\$1074.
H. & W	. Dock	\$50	\$160, buyers
Now Ar	noy Dock H. Wharf	\$64	\$17.
	& Co., Geo	495	\$27, sellers
G. Island			\$25, sellers \$294.
Hongkon	r & C. Gas	£10	\$175, buyers
Hongkon, Do	Electric New	\$10 : \$5	215). 89).
H. H. L.	Iramways	· \$100	\$215, buyers
Hongkon, Hongkon	g Hotel Co g Ico Co	\$25	\$147, buyers \$235, sellers
Hongkon	z Rope Co	\$ 50	\$152. \$14, sellers
H KONG S	Waterboat	410	ara, sonora
Insurance	B	\$60	\$330, sellers
China I	'ivo	\$20	\$89, £nles
	raders ing Fire		\$874. \$340, sellers
North (china	£ 5	Tln. 931, sales
	zo	,	\$755. \$172\}.
-	Building-	·‡- ·· · .	
Hongk	ngLandiny.	. \$100	\$1264, buyers *
Humph	roy's Estate	\$10	\$13, sales
Kowloo	n Land & B.	\$30	
Shanga WestPo	ai Land int Building	Tla. 50 \$50	'Ils. 122, buyers \$55, collers
Mining— Charbo	anages	Fcs. 250	\$490.
Raubs. Philippin	е Со	18/10 \$10	\$34. \$6, sellers
		1	144,555
Refineries China S	ugar	\$100_	\$224, sellera
Luzon	Sugar	\$100	\$15.
Steamshi	p Companie	5 5	
China a	nd Manila s Steamship	. \$25	\$18, buyers \$31, sales
H., Can	ton & M	\$15	\$263, seliers
Indo-C	hina S.N. Co	£10	\$95, sellers
Shell T	ransport Co	. 21	
Do. Star F	Preference	£10 \$10	\$32, Bellers
Do, l	New & H. Dyeing	. \$5	\$25, sellers
South Ch	ina M. Post.	\$25	\$20, sollers
	undry Co.,		\$8, buyers \$72.
			¥****
	Dispensarie ell, M. & Co		\$36.
[& Co., Wm	ł	
	ns.,,,,,,,	. 810	\$64, sellers
Watso	n & Co., A. S	\$10	\$141, sellers
	ebestos Founders		\$9. \$160.
1 2/4/1		ATO	1 Provi

HANGKANG TITE TARL From 27th Cetober to the 2rd November. To correct Zone Time add 23 min. and 18 sec.

-	HIGH WATER.				· •	IOW WATER.					
	To the Hongkong And Mean Time,		Height.		Ho Mea	Hongkong Mean Time.		lght			
-				h. Ir		ft,	In.		h. m.	fi.	10.
	Fri.	27	m	8 5 8 14	<u>.</u>	6 7	9	ta C	1 52 2 7 a	7	7
	Sat.	28	in.	9 4 8 50	ā	6 7	8 6	m	2 41 2 43 a	2	U G
	Suo.	29	nı	10 0	_	8	8	bı	3 29 3 3 18 A	1 2	Š
	Mon.	30	m	. 10 51 10 6	'n	8	3	113	4 10 3 62 a	ī 3	8 .
	Tues.	31	m	11 40	-	5 7	3.	tn	5 6	Î J	2
	Wed.	j		10 45 - 0 51	A	Ď	9 5	m	5 57	.1	. 4
	Thura	2		11 24 2 3	a a	7 5	8	11.3	4 67 a g 66	1	7
	}	_				,	•	,	6 30 a.	4	4

HONGKONG METEOROLOGICAL REGISTER. Hongkong Observatory, 26th October.

١	LIB TIR AIVI.	1		•	
	The JCJ. Lijn str. Tjipanas left Kobe via		Previous Day		
ł	Kuchinotzu and Amoy for this port on the 22nd		at 4 p.m.	10 atin.	at 4 pan.
1	Cet., and may be expected here on the 5th Nov.	Barometer	29,85	79 95	29.88
	The Indo-China str. Namsang left Calcutta	Temperature	78	. 7 6	77
1	for this port via the Straits on the 21st Oct.,			73	78
	and may be expected here on the 6th Nov.	Wind Direction		£	\mathbf{E}
	The str. Satsuma sailed from New York on	" Force			- 4
		Weather	. 0	. •	Φ.,
	the 5th June.	Rain	• :	-	
İ	The str. Athold left New York on the 12th				1905 1904
į	Sept. for China and Japan.]	- ftt +		
	The Boston Co.'s str. Tremont sailed from	Highest open air	r i emperatu	ruon zatn ,	,,n25 ·
		I'T amende ANOR OTH	יווד וייוסת ואסויוי	40 AN 22DEN	. 4.1

Lowest open air Temperature on 25th...73 The C.P.R. str. Turtar left Vancouver on Monday, the 16th Oct., p.m. for Hongkong via

MESERS, FALCONER & Co.'s REGISTER, 26th Oct. Barometer 9 A.M...29.91 Therm. (Wetbulb) 9 A.M.72 Barometer 1 P.M., 29.87 Therm. (Wetbulb) 1 P.M.72 Barometer 4 P.M... 29.84 Therm. (Wetbulb) 4 P.M.73 Thermom, 9 A.M. .. 76 Therm, Maximum77 Thermom, I P.M., 77 Therm. Minimum over Thermon. 4 P.M... 77

OPIUM. 26th October. Quotations are: Allow ce net. to I catty. K. Brennan, Miss Ruby Brooks, Mrs. A. T. Malwa New\$1100 to - per picul. Walva Older\$1200 to -Vialwa V. Old \$1280 to --Persian fine quality \$1150 to -Pergian extra fine.. \$1200 to -Patna New 1995 to --Patns Old......\$1020 Senares New\$970 to

930 anares Old......... \$980 STEAMERS PASSED THE CANAL. Oct. 3rd-Palermo. 6th-Hector, Tourane, Armand Behic. 10th-Anopa, Norge, Sambia, Cardium, Manica. 15th-Glaucus, Glenfalloch. Glenfarg, Helene Rickmers, Nippon, Sachsen, Shimosa, Daphne, Spezia. 17th-Bentomond, Benlarig, Candia, Pak Ling, Palma, Sithonia, Rhenania, Prinz Regent Luitpold. 20th-Hyson, Lace, Tonkin, Roon, Ohio, St. Egbert. 24th-Austria, Claver-hill, Marwarri.

ARRIVALS AT HOME. Oct. 24th-Preussen, Malacca, Kennebec.

VISITORS AT HOTELS.

Į				
-	Hongkong	Horeb.	WEST RIVER	STRAMERS
.	Mr. J. Adler	Mr. and Mrs. J. W.		
	Mr. A. H. Bardy	Jameson	JOINT SERVICE OF THE HONGKONG	, CANTON AND MACAO STEAMBOAT
1			CO., LD., AND THE CHINA	NAVIGATION CO., LD
		Dr. & Mrs. E. Evan-		
	Mr. H. G. Battiscombe	Jones	HONGKONG-CA	NTON LINE.
		Mr. & Mrs. N. Kaplan	The second secon	
		Mr. & Mrs. A. Kelimaun Mr. H. W. Kent	S.B. "POWAN, 2,338 tons, C	
		Mr. F. Korr	S.S. "FATSHAN," 2,260 tons	
		Mr. C. Koenig	S.S. "HANKOW," 3,073 tons.	
-	Mr. S. Bisney		8.8. "KINSHAN," 1,995 tons	
		Mr. H. J. C. Large	Departures from Hongkong to Canton daily at 8.3	30 a.m. (Sunda excepted), 9 p.m. and 10.30 p.m.
		Mr. A. K. Lewis	(Saturday &	excepted).
	Mr. Bornand	Mr. L. S. Lewis	Departures from Canton to Hongkong daily at 8.	30 a.m., 2 p.m. and 6 p.m. (Sunday excepted).
	Mrs. R. W. Borthwick	**	These Steamers, carrying His Majesty's	Mails, are the largest and fastest on the River
	and child	Mrs. Mackie	Special attention is drawn to their Superior Saloc	on and Cabin Accommodation
	Mr. J. A. F. Bourchier	The (2) Misses Mackie	*	
	Mr. L. Broughall Mr. C. Brynn	Mr. C. E. MacLennau Mr. O. P. Malone	SERVICE OF THE HONGKONG, CANTO	N AND MACAO STEAMBOAT CO., LD.
٠	Mr. & Mrs. W. C.		HONGKONG-M	
		Mr. T. P McAran		
	Mr. W. L. Carter		8.S. "HEUNGSHAN," 1,998	· · · · · · · · · · · · · · · · · · ·
	Hon, and Mrs. W.		Departures from Hongkong to Macao on weekday	8 at 2 p.m. Departures on Sundays at Noon
	' Chathain	Dr. W. B. A. Moore	Departures from Macao to Hongkong daily at 8	LTO.
	Mr. T. Ciack			
	Mr. M. O. Clark	Mrs. Morrison	CANTON-MAC	JAO LILINE.
	Mr. & Mrs. T. W. Clarko		8.8. "LUNGSHAN." 21	9 tons, Captain T Hamlin
	Eng. Lt. and Mrs. H. I.	Mr. F. B. Norrie Mr. O. C. Oliffe		every Tuesday, Thursday and Saturday at
	Clegg, R.N. Mr. A. F. Comrie	Mr. B. L. Pecker	8 a.m. and leaves Macao for Canton every Monds	in Wednesday and Eriden of 720
	Mr. M. J. Connell	Mr. F. N. Lo Pan	o a.m. and leaves macao for Calcon every monds	y, wouldeday and Priday (t 1.50 g.t).
	Mr. J. Coultingt	Mr. W. Parfitt	JOINT SERVICE OF THE HONGKONG	CANTON AND MACAO STEAMBOAT
	Mr. A. Cruickshank	Mrs. E. Ollord Patey	CO., LD., THE CHINA NAVIO	
	Mr. G. Cunningham	Mr. W. Penko		·
	Dr. & Mrs. E. G. Curry	Mrs. A. Pennyfather	INDO-CHINA STEAM 1	NAVIGATION CO., LD.
	Mr. F. O. Davies	Mr. and Mrs. T. L.	CANTON-WUC	HOW TINE
	Mr. F. B. Dencon	Persins Mr. A. R. Pfordien	•	,
•	Mr. F. H. Declittle Capt. & Mrs. J. Douglas	Mr. H. A. Poole	S.S. "SAINAM," 588 tons, C	
	Mrs. W. A. Dowley	Mr. W. A. Powell	S.S. "NANNING," 569 tons,	Jon Washow over Monday Washington
	Mr. T. C. Downing	Dr. L. R. Keel	Friday, at about 8 a.m., and the other leaves Wue	for Wuchow every Monday, Wednesday and
	Mrs. H. Dutard	Mrs. J. S. Roach & child		
	Mr. & Mrs. M. Earnshaw	Mrs. J. E. Sampedro	Round trips take about 5 days. These vessels lighted throughout by electricity.	made purposed. Owner wonnithoushous and 819.
•	Mr. R. Fernil	Mr. R. H. Van Sant	I Promother mandamentary many his abdulant at the 1	Office of the-
	Mr. H. Fletcher	Mr. and Mrs. J. Gray		
	Mr. J. G. Freeman	Scott		MACAO STEAMBOAT CO., LD.
	Mr. E. oi, French	Mr. J. J. Shea Nr. C. Skott	Hotel Mansions (First Floor),	
. '	Mr. J. Grant	Mr. D. R. Smith & child	Or of BUTTERFI	· · · - · - · - · · · · · · · · · ·
	Capt. T. A. Hall	Miss M. C. s mith	17 Agen	ts, CHINA NAVIGATION CO., LD.
	Mr. H. L. Haukinson	Mr. A. L. Stein		TOONGKOND AIGH LEVEL TRAM.
	Mr. & Mrs. Hollings-	Mr. H. Stephens		UNGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITET:
		Mr. W. G. Stovenson	HIS BRITANNIC MAJESTY'S SHIPS	
	Mr. B. G. Holt	Mr. J. stickfortli	IN THE CHINA SQUADRON.	In Liquidation.
	Mr. A. T. Howe	Mr. P. Stoppa		TIME TABLE.
	Miss Hughes	Mrs. & Miss Wakefield	Alacrity, despatch-boat, 1,700 tons, 10 guns,	TIME LADDE,
	Mr. R. Hunter	Miss F. Watkins	3,000 h.p., Com. R. M. Harbord, Yokohuma	WERK DAYS.
	Eng. Capt. Hurst, R.N.	Mr. A. W. Whitlow Mrs. Whitton, child and	1	7.00 a.m.
	3 children & maid	infant	i.h.p., Capt. Nelson Ommanney, Yokohama	7.80 a.m. to 8.00 a.m Every 10 minutes
	Mr. G. H. Innes	Mr. and Mrs. T. Wright		800 alm to 820 am France 15 millione
			7,000 i.h.p., LientComdr. R. Henniker	8.30 a.m. to 9.30 a.m Every 10 minutes.
		AND HOTEL.	Heaton, Yokohama	9.30 a.m. to 11.00 a.m Every 15 minutes.
	Major & Mrs. J. F. Case		Astraea, 2nd class orniser, 4,360 tons, 10 guns,	11.30 a.m. to 12.45 p.m Every 16 minutes.
	and child	Mr. K. Matsda	7,000 i.h.p., Captain Lionel G. Tufnell,	12.45 p.m. to 1.15 p.m Every 10 minutes,
	Mr. O Dagestin	Mr. E. J. Moses	Volvohema	1.15 p.m. to 1.43 p.m Every 15 minutes.

Mr. G. H. Innes	Mr. and Mrs. T. Wright
King Edw	IND HOTEL.
Major & Mrs. J. F. Case	Miss Shley Lutters
and child	Mr. K. Matsda
Mr. O Dagestin	Mr. E. J. Moses
Dr. C. P. Felviis	Capt. J. W. S. Neeson
Mr. & Mrs. W. H. Finch	Mr. & Mrs. K. Newmann
Mr. & Mrs. H. W. Frasor	Mr.& Mrs. L Schweitzer
Mr. J. W. Havice	Mr. M. E. Shauck
Mr. R. Hawkhuist	Mr. & Mrs. Thurston
Mr. & Mrs. C. E. Helvie	Mr. K. Tonami
Mr. H. S. Hunt	Miss Antonio Urbanck
Mrs. Jackson & child	Mr. N. C. Vestal
Capt. W. E. Kent	Capt. Vlaveanos
Capt. H. Krebs	Mr. E. J. Webster
Mr. Louis Levy	Mr. W. S. Wilson
Mr. Edward Levy	Mr. W. G. Young
CONNAUGH	T HOTEL

Mr. Louis Levy	Mr. W. S. Wilson
Mr. Edward Levy	Mr. W. G. Young
Connaug	нт Нотес.
Mr. P. R. Adams	Mr. R. S. Kenney
Mr. & Mrs. Abberg	Mr. G. R. Martine
Mr. J. Brown	Mr. J. H. Mead
Mr. W. F. Couklin	Mr. Merceer
M . B. Delaney	Mr. H. E. Miller
Mr. E. E. P. Erskine	Mr. J. Murchie
Mr. and Mrs. H. Eyre	Mr. A. E. Paine
Mr. R. M. Ezekiel	Mr W. T. Parker
Mr. Frank I e Breton	Mr. John Pender

Mr. R. S. Rinney Mr. A. J. Goodwin Mrs. E. Hall Mr. Stebbing Mr. C. Templeman Mr. A. A. Heimsoth Mr. J. D. W. Thomson Mr Luiz Hidalgo Mr. F. Waefe Mr. R. M. Joseph Mr. J. E. Joseph

Kowloon Botel. Mr. Edgar, D. Collins Mrs. Knight Dr. and Mrs. Tutbill Mrs. Collins Mr. J. S. Hall Miss Tuthill Mrs. James B. Kemper

BISHI DOUKYARI MITSU AND ENGINE WORKS. NAGASAKI.

CODE WORD: "DOCK," A.1, A.B.C., and Engineer' & Cole Used NEW DOCK N. W OPEN.

DOCK No. 3.	
Extreme Length	722 feet.
Length on Blocks	714 ,,
Width of Entrance on Top	961
Width of Entrance on Bottom	88 į "
Water on Blocks at Spring Tide	344 .,
DOCK No. 1.	<u>.</u> .
Extreme Length	523 feet
Length on Blocks	53%
Width of Entrance on Top	88
Width of Entrance on Bottom	77 .,
Water on Blocks at Spring Pide	26 }
Dt 2K No. 2.	
Extreme Length	371 fee'.
Length on Blocks	3.
Width of Entrance on Top	66
Width of Entrance on Bottom	53
Water on Blocks at Spring Tide	(34)

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